

**THE
MILWAUKEE
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

In This Issue

ANNUAL REPORT FOR 1949

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The Milwaukee Magazine is published for active and retired employes of The Milwaukee Road, to whom it is distributed free of charge. It is available to others at 10c per single copy or \$1.00 per year.

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A REPORT TO EMPLOYES

For several years past The Milwaukee Road has made a practice of publishing an annual report of its operations for the benefit of employes. This year the report is being included in our Magazine, and will be found on the following seven pages.

The figures telling the story of the railroad's return on its operations are not as encouraging as those of us who look to the railroad for our livelihood would like them to be. Briefly, our gross revenue for 1949 was down 6.65 per cent, or \$16,961,450 below 1948, while our operating expenses were reduced by only 3.88 per cent.

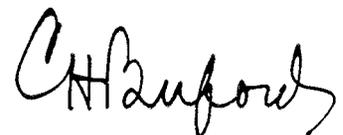
The value of our company's property, including materials and supplies and cash, after full allowance for depreciation, amounts to \$732,146,468. Our total revenue for the year amounted to \$238,021,260. After we paid our operating expenses, taxes and rents, the return on our investment amounted to only 1.49 per cent. This is too slim a margin for comfort, as it does not provide adequately for improvements in facilities and services which our customers expect and which we must provide in order to hold our own against competition.

The importance of these income figures to employes becomes immediately apparent when we stop to consider that more than half of our total revenue for 1949 was paid out as wages and payroll taxes, the latter to go eventually to employes in the form of retirement pensions or unemployment or disability benefits. This wage and payroll tax figure amounted to \$140,538,719, or approximately \$4,000 for each of the 35,131 people employed by The Milwaukee Road during the year.

Considering the value of our property in terms of the number of people employed by the railroad, we find that the company has about \$20,840 invested in each job. As previously stated, the company's return on this investment was 1.49 per cent, or about \$311 per job, but this was not all clear, as interest had to be paid from it on the money borrowed to help create the job.

This report, then, leaves us with this interesting fact: That, while the average employe received a \$4,000, or 19 per cent, return on the railroad's investment of almost \$21,000 in his job, the railroad itself received about \$311, or 1.49 per cent, from the same investment.

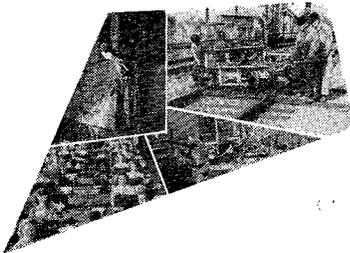
These facts are not pointed out in a spirit of disapproval of the benefits employes receive in return for the work they do. The purpose in mentioning them here is to exhibit the great stake that railroad employes have in the health of their company, and the importance to employes of the continued progress of the railroad industry.



1949 ANNUAL REPORT

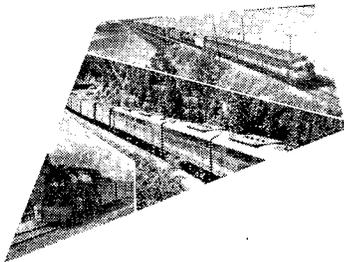
a brief account of the highlights
of The Milwaukee Road's operation in 1949
prepared as information
of special interest to employees

our employes by classes



CLASS	AVERAGE NUMBER
Transportation Forces: Train and Engine men, Yard and Station.....	12,821
Maintenance of Equipment and Stores.....	9,694
Maintenance of Way and Structures.....	6,170
Professional, Clerical and General.....	6,045
Executives, Officials and Staff Assistants.....	401
Total.....	35,131

this is what we did



We took in \$238,021,260, a decrease of \$16,961,450 under 1948.

We paid out \$202,111,827, a decrease of \$8,164,760.

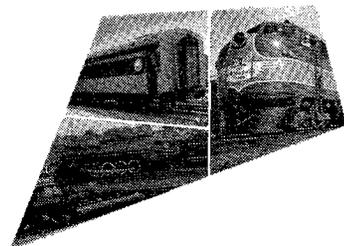
The return on our investment was 1.49% as compared with 2.14%.

We carried 8,102,277 passengers, an average distance of 108 miles.

We carried 46,245,916 tons of freight, an average distance of 319 miles.

We paid an average of \$3,789 per year to 35,131 employes.

this is the equipment we did it with



LOCOMOTIVES	Steam	910
	Diesel road	73
	Diesel switch	112
	Electric	49
	Total	1,144
FREIGHT CARS	Box and auto	32,076
	Gondola and hopper	15,778
	Flat	5,326
	Others	6,342
	Total	59,522
PASSENGER CARS	Sleeping	87
	Coaches	386
	Baggage, Mail and Express	446
	Parlor	43
	Others	124
	Total	1,086
	Rail Motor Cars	17

WHERE OUR MONEY CAME FROM IN 1949 COMPARED WITH 1948

Items	1949	1948	% of Total 1949
Hauling Freight	\$195,728,530	\$208,721,239	81.5
Carrying Passengers	19,420,606	21,650,584	8.1
Other Passenger Train Revenue, including Dining and Buffet Car Service	3,142,323	3,429,007	1.3
Transporting Mail and Express	9,726,637	9,942,425	4.0
Switching	5,272,930	5,781,015	2.2
Other Operating Revenues	4,730,134	5,458,440	2.0
Total Operating Revenues	238,021,260	254,982,710	99.1
Other Income—Net	2,136,133	1,184,423	.9
TOTAL	\$240,157,393	\$256,167,133	100.0

SOURCES OF REVENUES BY SERVICES AND CLASSES OF TRAFFIC-1949

Services and Classes of Traffic	Revenues (Thousands)	Percentages of Services	Percentages of Grand Total
FREIGHT SERVICE	\$ 83,504	40.8%	35.1%
Manufactured Articles	37,770	18.4	15.9
Wheat, Grain, Products of Agriculture	24,307	11.9	10.2
Coal, Ore, Products of Mines	22,208	10.8	9.3
Lumber, Products of Forests	14,850	7.3	6.2
L.C.L. Traffic	7,907	3.9	3.3
Forwarder Traffic	4,917	2.4	2.1
Total Freight Traffic	\$195,463	95.5	82.1
OTHER FREIGHT SERVICE	\$ 5,273	2.6	2.2
Switching	1,817	.9	.8
Joint Facility—Net Credit	699	.3	.3
Demurrage	1,438	.7	.6
Total Other Freight Service	\$ 9,227	4.5	3.9
Total Freight Service	\$204,690	100.0	86.0
PASSENGER SERVICE	\$ 12,676	38.0	5.3
Passengers in Coaches	6,687	20.1	2.8
Passengers in Parlor and Sleeping Cars	19,363	58.1	8.1
OTHER PASSENGER SERVICE	\$ 6,442	19.3	2.7
Mail	3,154	9.5	1.3
Express	2,012	6.0	.9
Dining and Buffet	2,360	7.1	1.0
All Other	13,968	41.9	5.9
Total Other Passenger Service	\$ 33,331	100.0	14.0
Total Passenger Service	\$238,021		100.0

THIS IS WHERE OUR MONEY WENT IN 1949

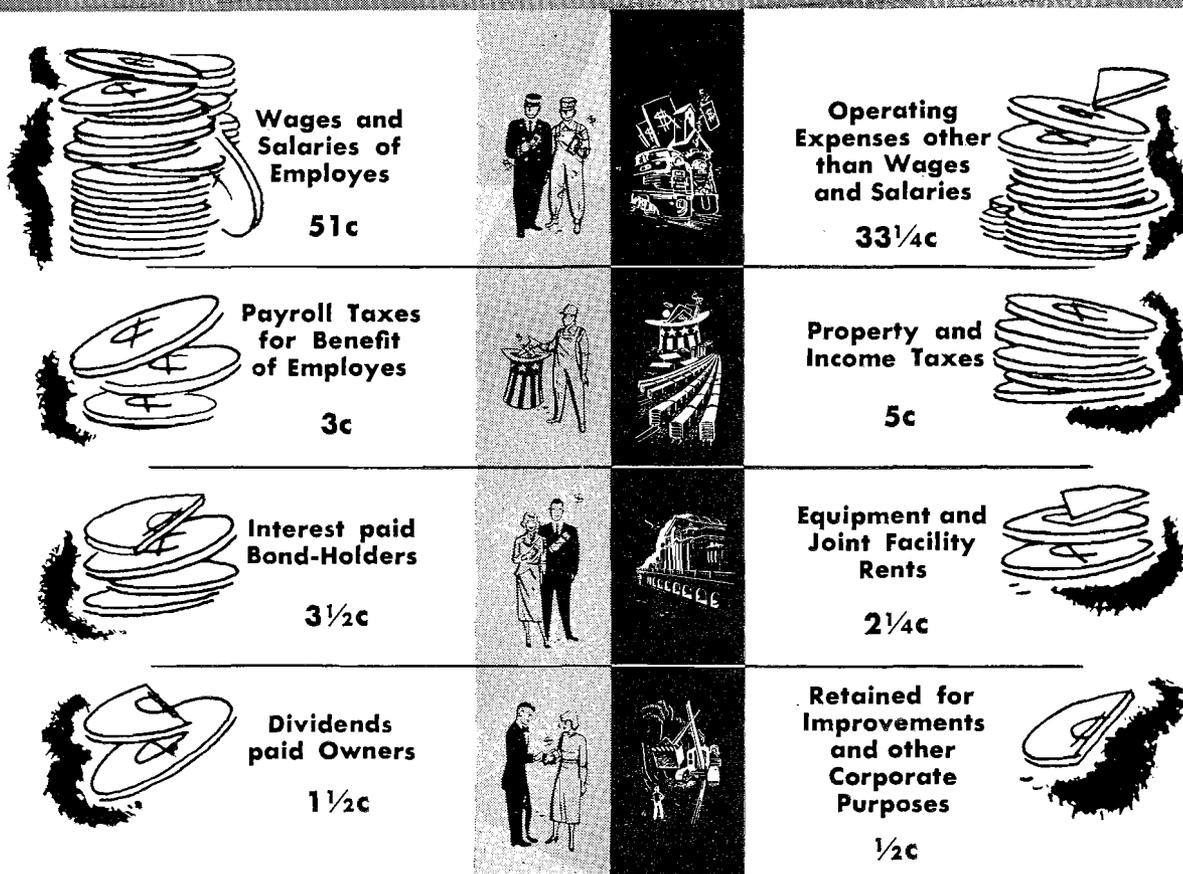
Materials, contract work, depreciation, etc.....	\$ 79,884,135
Property and income taxes	12,202,848
Rental of equipment and joint facility rents.....	5,346,147
TOTAL	\$ 97,433,130

THIS LEFT FOR EMPLOYES, BOND-HOLDERS AND OWNERS..... \$142,724,263

THE DIVISION:

For wages and salaries of employes.....	\$122,227,692
Payroll taxes for benefit of employes.....	7,421,152
Total for employes.....	\$129,648,844
Interest paid bond-holders.....	8,598,437
<i>To owners:</i>	
Dividends on preferred stock.....	3,645,655
Dividends on common stock.....	0
TOTAL	\$141,892,936
Retained for Improvements and Reserves.....	\$ 831,327

HOW EACH DOLLAR OF 1949 INCOME WAS DIVIDED



DIVISIONAL STATISTICS

OPERATING DIVISIONS	Miles of Road Opr.	Miles of All Tracks Opr.	Number of Open Stations	Number of Employees (Avg. Yr.)	Number of Locos. Assigned 12/31/49			Loaded Freight Car Miles (1,000's)	Passenger Car Miles (1,000's)	Avg. Gr. Tons Per Frt. Trn.	Avg. Pass. Cars Per Pass. Trn.	Yard Switching Hours	President's Safety Award Standing
					Frt.	Pass.	Yd. and Other						
Terre Haute	397	744	30	1,014	26	1	24	31,861	128	3,019	2.26	54,860	8
Chicago Terminal	37	369	11	4,441	..	..	70	..	..	..	..	298,913	7
Dubuque and Illinois	460	841	58	1,817	51	16	21	53,190	4,429	2,478	5.90	98,766	2
Iowa	806	1,217	114	1,524	35	5	12	50,691	5,235	2,335	6.44	67,863	10
Kansas City	416	729	47	1,114	21	3	12	43,818	2,177	2,670	4.50	65,850	14
Milwaukee Terminal	23	306	5	5,327	3	..	74	..	..	..	..	326,401	18
Milwaukee	636	991	103	1,399	74	58	16	48,850	14,509	2,621	7.89	50,153	13
La Crosse and River	723	1,316	95	2,343	40	12	20	68,194	27,174	2,833	11.48	73,540	1
Madison	360	467	53	706	19	4	9	4,820	1,927	939	6.11	39,799	4
Superior	428	555	48	510	21	5	16	10,890	3,275	1,452	6.39	37,225	3
Twin City Terminal	42	242	8	2,160	..	..	54	..	..	..	..	227,304	5
Duluth	210	426	10	22	7	..	..	7,216	..	3,088	..	..	..
Iowa and Dakota	1,164	1,397	122	1,875	48	12	12	27,986	5,972	1,362	5.34	61,242	17
Iowa and Sou. Minnesota	972	1,122	124	892	46	4	4	10,902	1,586	887	3.42	25,677	12
Hastings and Dakota	932	1,216	97	1,403	51	16	5	47,328	9,199	2,328	9.39	27,965	15
LINES EAST - Total	7,606	11,938	925	26,547	442	136	349	405,746	75,611	2,229	7.80	1,455,558	..
Trans-Missouri	831	1,018	57	1,647	46	..	4	49,711	8,464	2,778	9.09	17,695	9
Rocky Mountain	943	1,191	44	1,462	38	12	15	40,597	6,758	2,612	8.61	36,880	6
Idaho	580	716	24	642	28	4	3	18,007	3,398	2,408	10.21	8,836	16
Coast	711	1,108	45	1,890	35	12	20	17,765	3,482	2,165	10.19	71,078	11
LINES WEST - Total	3,065	4,033	170	5,641	147	28	42	126,080	22,102	2,557	9.25	134,489	..
GENERAL OFFICES AND GENERAL OFFICERS SYSTEM - Total	10,671	15,971	1,095	35,131	589	164	391	531,826	97,713	2,299	8.08	1,590,047	..

OUR STORY BY STATES

During 1949

	Average Miles of Road Operated	Average Number of Employees	Total Compensation All Employees	Property Taxes
Idaho	232.66	248	\$ 885,425	\$ 191,450
Illinois	703.62	8,321	31,321,511	1,392,258
Indiana	196.59	824	3,262,111	175,067
Iowa	1,801.73	3,987	14,598,043	1,094,768
Michigan	180.39	236	809,318	98,282
Minnesota	1,365.40	4,194	15,562,632	1,606,098
Missouri	154.10	553	2,123,895	93,531
Montana	1,251.18	2,290	9,358,565	1,240,989
Nebraska	5.62	15	63,829	755
North Dakota	366.88	260	871,056	221,336
South Dakota	1,734.68	2,219	8,145,268	899,014
Washington	1,082.71	2,591	10,604,781	687,615
Wisconsin	1,588.03	9,249	35,155,309	1,500,351
All Other	7.05	144	686,568	382
Total	10,670.64	35,131	\$133,448,311	\$9,201,896

OTHER SYSTEM TAXES

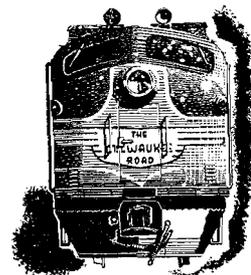
System Payroll Taxes	7,421,152
System Income and Misc. Taxes	3,000,952
Total System Taxes	\$19,624,000

new equipment and improvements

New equipment, costing \$27,383,994, was acquired during 1949, as follows:

equipment purchased and delivered during the year

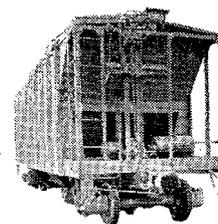
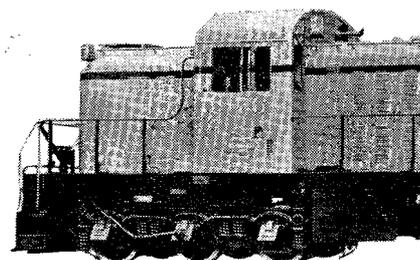
- 19—1000 H. P. diesel-electric switching locomotives
- 4—1500 H. P. diesel-electric switching locomotives
- 1—2000 H. P. diesel-electric transfer locomotive
- 1—1500 H. P. diesel-electric (unit) freight locomotive
- 6—4500 H. P. diesel-electric freight locomotives
- 6—6000 H. P. diesel-electric freight locomotives
- 6—Pullman standard sleeping cars (balance of order of 28)
- 255—70-ton covered hopper cars
- 38—Second-hand Pullman standard sleeping cars



equipment constructed at company shops and placed in service during the year

- 1806—40'6" 50-ton box cars
- 2200—41'6" 50-ton gondola cars
- 200—40' 40-ton skeleton log flat cars
- 50—caboosees

In addition, the improvements made to road property and existing equipment amounted to \$9,074,863, which includes the cost of constructing a four track diesel house in Milwaukee, and a two stall addition to the diesel house in Chicago.



diesel operation

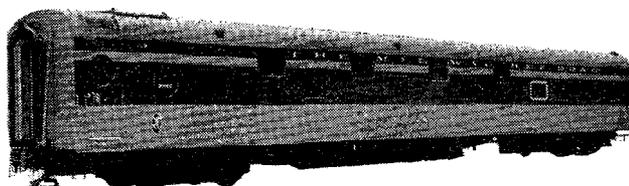
At the close of 1949, on The Milwaukee Road, diesel-electric locomotives were performing 37 per cent of freight operation; 50 per cent of passenger operation; and 50 per cent of yard switching.

The following diesel-electric locomotives were on order and undelivered at the end of the year:

- 15—4500 H. P. freight
- 6—4500 H. P. passenger
- 19—1000 H. P. switching

Three of the 4500 H. P. freight locomotives were received in January, 1950.

With the acquisition of these 40 locomotives, it is estimated the percentage of diesel-electric operation will be: Freight, 55 per cent; passenger, 67 per cent; yard, 59 per cent.





1949 safest year since '40!

That the employes of The Milwaukee Road can and do work safely was proved during the year 1949. Our casualty rate of 5.75 is the best safety record we have established since 1940. The downward trend in the number of casualties as indicated by the record for 1949, a reduction of more than one-third when compared with the previous year, definitely shows that The Milwaukee Road is rapidly approaching the low prewar casualty rates which identified it as one of the safest railroads in the country on which to work.

railroad retirement act costs and benefits to milwaukee road employes

During 1949, the number of Milwaukee Road employes who retired and were granted retirement annuities amounted to 1082. Since June 1, 1936, 12,400 retirement annuities were granted to Milwaukee Road employes, and on December 31, 1949, 6932 of this number were living.

Since the beginning of the railroad retirement system, Milwaukee Road employes have paid \$47,000,000 into the fund, and an equal amount has been contributed by the railroad company, making a total of \$94,000,000.

Annuities paid to retired Milwaukee Road employes have amounted to \$45,000,000, and survivor benefits paid after the death of retired or non-retired employes, to \$5,000,000, making a total of \$50,000,000.

Thus, it will be seen that the benefits received by retired employes and by survivors are \$3,000,000 in excess of the taxes paid by Milwaukee Road employes.

Thirty years of railroad service with average monthly compensation of \$300 or more qualifies an employe retiring at age 65 for a monthly annuity of \$144. If the average monthly compensation is \$200, the monthly annuity is \$108.

employes' estates enlarged by retirement act benefits

Railroad employes have what is considered to be the most liberal and comprehensive insurance protection of any large group of wage earners. No other large group is covered by a

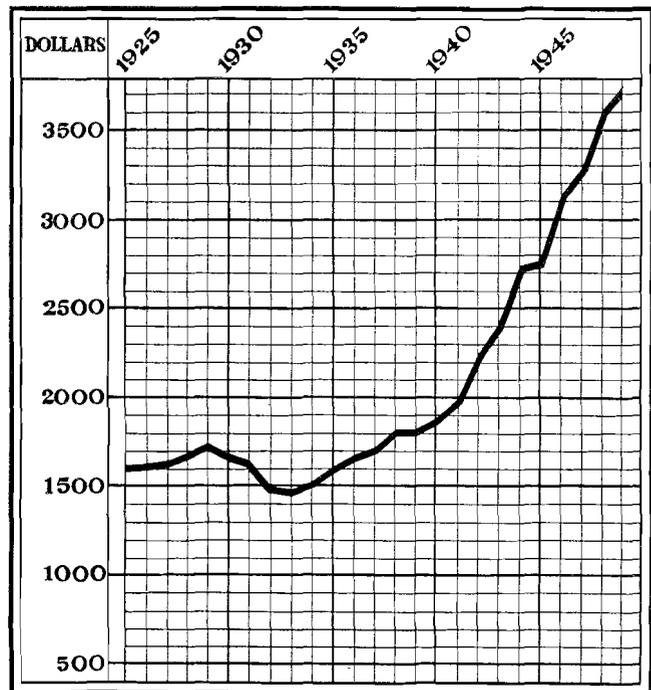
single system which provides protection against the financial problems of old age, disability, unemployment, sickness, and death, and most workers are not covered under any one of these types of protection as generously as are railroad men.

The worth of annuities under the Railroad Retirement Act can be stated in terms of its insurance value. As used here, insurance value is the amount of cash that would be needed to purchase the annuity, at the time it begins, based on the death rates which apply in the particular case and on an interest rate of 3 per cent (leaving out such elements as commissions and profits). A few examples of the insurance value of railroad retirement and survivor annuities are given below:

- Value of \$144-a-month annuity at age 65.....\$17,700
- Value of \$108-a-month annuity at age 65.....\$13,300
- Value of an \$80-a-month annuity to a disabled employe retiring at age 50..... \$9,840



AVERAGE ANNUAL COMPENSATION PER EMPLOYEE, 1925-1949



WAGES AND PAYROLL TAXES

Year	Wages	Average Wage per Employee	Average Amount of Payroll Taxes per Employee
1940	\$55,664,577	\$1,876	\$110
1941	63,000,300	1,995	120
1942	74,673,850	2,246	132
1943	90,305,409	2,553	146
1944	104,576,956	2,735	173
1945	106,425,149	2,758	164
1946	116,746,703	3,138	191
1947	124,724,548	3,286	266
1948	138,490,345	3,619	201
1949	133,117,567	3,789	211



Leo T. Crowley, chairman of the board of directors, is shown here addressing the Chamber of Commerce at Omaha, Neb., on Mar. 28. Seated at the speakers' table are (from left) Charles S. Reed, chamber president (in back of Mr. Crowley); Walter T. Cum-

ings, director and finance committee chairman; A. E. Stoddard, president of the Union Pacific; John D. Allen, director and chairman of the executive committee; and J. Francis McDermott, vice president of the Omaha First National Bank.

L. T. Crowley Heads List of Centennial Day Speakers in March

THE Milwaukee Road Centennial program hit its stride in March as major observances were held in seven key cities on the railroad.

Heading the list of speakers at these 100th birthday celebrations was L. T. Crowley, chairman of the Milwaukee Road board of directors. A 13-year-veteran of high government posts until 1945, including that of lend-lease administrator under the late President Roosevelt, Mr. Crowley made headlines in Omaha papers with his address before the Civic Affairs Luncheon meeting of the Omaha Chamber of Commerce on Mar. 28.

Accompanying Mr. Crowley was a delegation of top-ranking Milwaukee Road officers and directors, headed by President C. H. Buford and Walter J. Cummings, chairman of the Road's finance committee and chairman of the Continental Illinois National Bank & Trust Company.

Speaking of railroad problems in the light of governmental policies, Mr. Crowley said:

"Because of abuses that arose from the monopolistic status of the railroads in the settlement period of the West, we began the treatment to cure their ills, which has continued through the years and, like Tennyson's brook, is apparently going to go on forever. That is, unless the pa-

tient, through exhaustion, first dies from the treatment.

With the pyramiding of their expenses, he pointed out, the railroads have had to go to the Interstate Commerce Commission repeatedly for rate increases in order to remain solvent. They have not only found it necessary to pay higher wages and to meet various costly rule demands, but have also had to absorb the wage increases of coal miners, steel workers and many other groups, because the railroads are purchasers of almost everything that is grown, mined or manufactured. A part of these increased expenses, he said, are passed on to the shipping public, but that is not

necessarily a solution of the problem.

Mr. Crowley called attention to a fact which is too little realized but which makes it extremely difficult for railroad managements to function as freely and efficiently as can the managements of less controlled industries. The railroads are squeezed between the edicts of presidential fact-finding bodies, telling them the wage rates to be paid employes, and a governmental body, the Interstate Commerce Commission, which dictates the charges to be made for their transportation services. But there is no attempt on the part of the two governmental bodies to coordinate their decrees. Rather, they appar-

A. N. Whitlock, speaker at Austin, Minn.



R. G. Webb, speaker at Marion, Ia.



ently regard it as the railroads' problem to balance their income and outgo although denied anything resembling complete control of their own business.

"Let us hope," Mr. Crowley said in conclusion, "that in correcting the . . . evil influences of what in earlier days used to be termed the monopolistic money barons of Wall Street, we are not changing it for a form of paternalism, directing our business and our lives from the cradle to the grave.

"A great historian, in describing the growth of absolute power in a totalitarian country, once said, 'The state swelled and the people shrank.' History has proved, I think, how true this is, because as the power of the state increases, the rights of the individual decrease and his liberties dwindle."

The following organizations also acted as host to The Milwaukee Road by sponsoring Centennial Day programs during March:

The Rotary, Exchange, Kiwanis and Lions Clubs of Austin, Minn., jointly sponsored a luncheon on Mar. 20; speaker—A. N. Whitlock of Chicago, vice president and general counsel.

The Chamber of Commerce of Spencer, Ia., sponsored a luncheon on Mar. 22; speaker—L. H. Robbins of Chicago, commissioner of the Road's agricultural and mineral development department.

The Rotary Club of Albert Lea, Minn., sponsored a luncheon on Mar. 24; speaker—E. J. Hyett of Chicago, assistant freight traffic manager.

The Rotary Club of Eau Claire, Wis., sponsored a luncheon on Mar. 27; speaker—E. O. Schiewe of Chicago, assistant general solicitor.

The Lions Club of Marion, Ia., sponsored a dinner on Mar. 28; speaker—R. G. Webb of Milwaukee, superintendent of air brakes.

The Rotary Club of Everett, Wash., sponsored a luncheon meeting on Mar. 31; speaker—L. H. Dugan of Seattle, vice president. This was the



L. H. Dugan, speaker at Everett, Wash.

first of several similar meetings to be held on Lines West during April and following months.

In addition to offering the company's representatives another opportunity to meet with leading citizens of the various cities, the Centennial Day observances served to focus new attention on the parallel growth and development of the railroad and the host cities and communities. This,

years and which, as these speakers made plain, is finding more and more support among business men and the public generally. This theme can be quickly summarized in these three problems, as expressed by Vice President A. N. Whitlock in his impressive address before the Austin group:

1. *The possibility of government ownership and operation of the railroads;*
2. *The problem of equal competitive opportunity in transportation; and*
3. *The problem of securing a fair return on investment in the railroad industry.*



E. J. Hyett, speaker at Albert Lea, Minn.

Following a discussion of these considerations, he added:

"While these problems are severe, I have hope that we may find a solution, but we can do that only with your cooperation. We are by no means downhearted, and we start upon our second century of service with fortitude. We dedicate ourselves to hard work and assure you of our determination to give you the best service we are able to provide."

The spirit of the entire Centennial was well expressed by E. O. Schiewe in his Eau Claire address:

"The Milwaukee Road," he assured his audience, "has a heart and a soul, and the fact is more evident this year than ever before. Our railroad is not just a conglomeration of tracks, wheels, carloadings, operating ratios and bills of lading. It is much more than that. It is a vast combination of just plain people—some 33,000 of them—from all walks of life, who daily strive to achieve that perfection of service to which the very existence of The Milwaukee Road is dedicated. *Service*—that is the soul of The Milwaukee Road."



L. H. Robbins, speaker at Spencer, Ia.

naturally enough, was a theme common to all of the addresses, although each speaker approached the subject in a somewhat different way, some of them lending added interest to their comments with behind-the-scenes glimpses of the workings of their particular departments.

Another theme common to all of the addresses was one which grim necessity has placed uppermost in railroad men's minds within recent

E. O. Schiewe, speaker at Eau Claire, Wis.



The Point Program for Perfect Shipping

THE APRIL "perfect shipping" campaign, 1950 edition, will be reflected this month in all movements on The Milwaukee Road. April has become the traditional month for dealing with this all-important subject. The current campaign is the 14th annual program to be sponsored by the nation's transportation and shipper groups.

Aside from supporting the common effort, The Milwaukee Road has strengthened its own program with a year-round observance of good shipping policies.

One of the strongest points in this program was the purchase of various types of equipment for the handling of less-than-carload freight at the principal transfer stations. Among these innovations was the new conveyor system which was installed recently at the Galewood Transfer. At other stations various types of lift trucks and improved models of other freight house equipment have been installed from time to time for the purpose of reducing damage to lading.

In the construction of freight cars, every consideration has been given to improving the riding qualities and to eliminating hazards which might make for damage in freight loading. This includes draw bar equipment, so as to minimize vibration and other stresses to which freight is subjected when cars start to roll.

Thousands of dollars have been spent in improving the tracks in various yards. This permits switch crews to handle cars at a speed which will keep the cars moving constantly, but at the same time will reduce the chances for excessive impact.

Suggestions are solicited from employees, to get the benefit of their ideas about doing a better job of handling the freight which is entrusted to their care. Freight service inspectors under the supervision of W. L. Ennis, assistant to vice president, work constantly with shippers and receivers, giving them the advantage of their counsel and experience in the loading of cars. This service, in addition to eliminating numerous causes of loss and damage, earns the good will of the railroad's patrons.

Mr. Ennis has let it be known that he is particularly anxious to hear promptly about any new business which is scheduled to move over the railroad. On the receipt of such information contact is made with the

shipper, who has the privilege of availing himself of the advisory service of Mr. Ennis' department.

As the current campaign went into motion, Mr. Ennis issued the following statement: "Loss and damage prevention is a big job, but we know from past experience that it is one which can be brought under control, provided everyone does his part. I am sure that every employe of The Milwaukee Road is sufficiently interested in satisfying our patrons to leave nothing undone which will help us to reach our goal."

Johnny Careful Tracks Down Loss and Damage



IN CASE you didn't penetrate the disguise worn by this G-Man, we'll let you in on the secret that he is none other than little old Johnny Careful. He's on the trail of trouble and has uncovered some valuable clues in the form of footprints.

These footprints show up in all kinds of places, and J. C. can't follow them all. He'll be grateful for your help in tracking them down. Look around—see if you can pick up the trail right in your own neighborhood.

You never can tell where you'll turn up some evidence. You're likely to find footprints in the yards. Of the total amount of freight claim payments, 75 per cent goes for damage to carload freight. Too often cars are coupled at

The Cover

It is an encouraging aspect of the atomic age that a picture of pretty girls and a field of daffodils continues to be as attractive as it always was. Scenes like these can be seen along the Milwaukee Road right of way in the vicinity of Mt. Rainier, Wash., all through March and April when 15,000,000 daffodils burst into bloom in the Puyallup Valley. The spectacular show is honored with a three-day festival which attracts thousands of visitors to the Tacoma district.

speeds that damage the freight, and the claims resulting from rough handling run into hundreds of thousands of dollars. This careless switching damages not only the freight but also our good name—our reputation.

Another trail leads to cars furnished for loading by shippers. Over \$5,000,000 was paid out last year for damage caused by car defects such as leaky roofs, rough floors and walls, and failure to furnish clean cars in suitable condition for the commodity to be loaded.

J. C. found a lot of footprints leading to the freight house. He noticed freight being received without checking the number of the packages and the marks to make sure all the freight was received. He saw shipments going into the wrong car and heavy packages piled on top of light packages. He noted failures to stow the load so that it would carry safely.

You'll be glad to hear that Johnny says these faulty practices were the exception and not the rule. In fact, he noticed a big improvement since he worked on the case last year. But it's these exceptions—often easily corrected—that add up to a big loss of hard-earned freight revenue. This is how J. C. summed it up in his report:

"It is a part of every responsible railroad man's job to help satisfy the shipper. For everyone who has the eyes to see, there are a hundred opportunities every day to prevent claims."

The class was being examined by the school inspector. "Can you take your warm overcoats off?" he asked.

"Yes sir", was the response. "Can the bear take his warm overcoat off?"

"No sir".
"Why not?"

There was a silence and then one youngster spoke up: "Because God alone knows where the buttons are."

C. T. Jackson Hailed As Winter Golfer

ARCH WARD, who writes of sports and sportsmen for the Chicago Tribune, put it this way recently in his column, "In the Wake of the News":

"Chicagoan Charles T. Jackson, 68, declares he just laughs at those golfers who say they have to head south to continue the sport through the winter. . . . Rain or shine, Jackson has played golf each week end the year round for the last eight years. . . . Of course, he says, there were times when he used a sled to carry his bag."

The hardy linksman Ward referred to is the Road's chief engineer in Chicago who has a reputation as one of the few golfers in the Chicago area who play straight through the winter. On this occasion Mr. Jackson had provided fellow members of the Edgewater Golf Club with some locker room conversation by leading a foursome through snow drifts for 18

holes. The match was a form of farewell party for a friend, Arthur Marlowe, the British consul in Chicago, who was about to leave for Europe. Yellow balls and winter tees were used, and all shots hitting the pins counted as holes.

Mr. Jackson has missed but two games of golf on every Saturday and

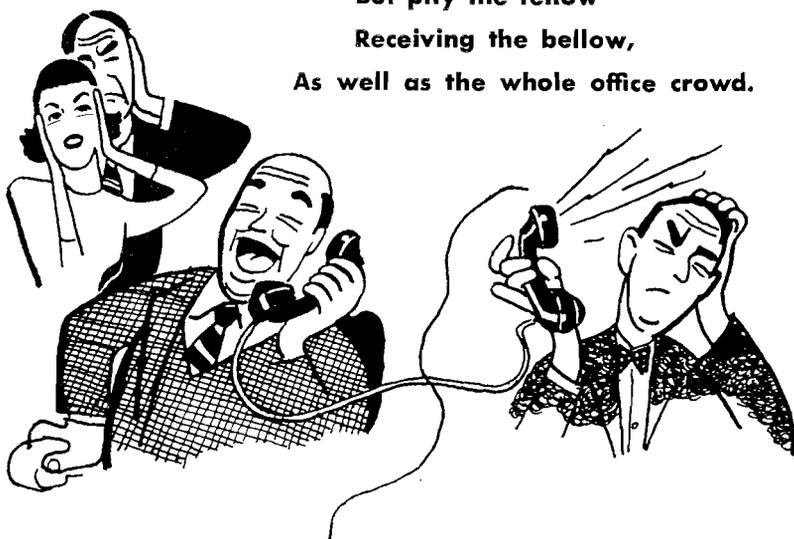
Sunday for the past 15 years, although it sometimes meant hauling his clubs around on a sled and blasting away at icy bunkers. His yearly average runs between 85 and 90. Last year he won the Chick Evans amateur trophy at the Edgewater Golf Club, which is fast stepping for a golfer of any age.



Weather which drives other avid golfers south finds C. T. Jackson (left) playing on the snow-covered course of the Edgewater Golf Club with Charles "Pat" Boyle, 8, Charles A. Boyle, Sr., and Victor East, technical adviser of the Wilson Sporting Goods Company. (Rogers Park News photo.)

PHONERS' BONERS

Joe Blow was so clever and proud
That his phoning was lengthy and loud,
But pity the fellow
Receiving the bellow,
As well as the whole office crowd.



The Memory Lingers On

THAT the impression made by an enjoyable trip lingers long after it is over was borne out by a letter which came to us recently from L. F. Sherer, Baton Rouge, La. In that way of having his say on any subject which is typically American, Mr. Sherer made nostalgic mention of his experience as a Milwaukee Road patron, all of it on the credit side.

"I rode the Hiawathas twice in each direction between Chicago and Minneapolis during the course of a week," read his letter. "Not being a celebrity, it is not my practice to express an opinion of trains, cigarettes or other commodities, or of service, but I cannot refrain from telling you how fine I found the service on these two splendid trains; and I have, I think, ridden most of the finer trains in the country. The attention of various members of the crews was almost overwhelming."

A man, filling out a job application blank, came to the question: Have You Ever Been Arrested? His answer was, "No." The next question asking "Why" was meant for those who answered the first part in the affirmative. Nevertheless he answered it with, "Never got caught."

F. W. Root

F. W. Root, 94, the distinguished veteran of the Minneapolis law department office, died on March 28 at the home of a daughter, Mrs. Lyla Hopkin, in Long Beach, Calif. He had been living there since his retirement on Dec. 31, 1947. A son, Myron, of Medford, Ore., also survives.

Mr. Root held the phenomenal record of 65 years of service in the Minneapolis law department. When he was hired on Oct. 15, 1882, it was with the understanding that the job was good for a possible 60 days. As a young man he studied law at Oxford, N. Y., with Henry R. Mygatt, one of the leading corporation lawyers of that time. An urge to see the growing West took him to Minneapolis. He was admitted to the Minnesota state bar in 1882 and became an associate in the firm of Jackson and Pond. The Milwaukee was extending its lines through the Middle West when he was hired as a solicitor. During the 40 years which followed he directed all of the Road's legal affairs connected with grade separations in the Minneapolis area and was recognized as a national authority on that subject. He was known as the dean of railroad lawyers in the Upper Midwest and is believed to have handled more court cases than any other attorney in that area.

Railroads Schedule Specials For Scout Jamboree

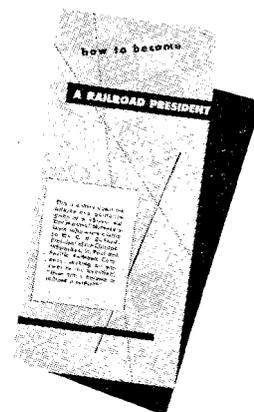
THE railroads of the nation will be rolling camps this summer for approximately 30,000 Boy Scouts and leaders who will gather at Valley Forge, Pa., between June 30 and July 6 for the second National Scout Jamboree. Many troops will be traveling to the conference via The Milwaukee Road. It will be the largest youth gathering in the history of the Western Hemisphere, with more than 40,000 Scouts from all parts of the nation and its territories scheduled to attend.

Railroad associations are making all efforts to move the Jamboree contingents by special trains, to prevent undue congestion at Valley Forge and at Philadelphia, through which many of the trains would ordinarily pass. Three railroad stations will be used for the tented "Jamboree City."

The Jamboree is a cooperative enterprise made possible by a \$40 fee paid by each participant. To be eligible, Scouts must be 12 years old and

"How To Become A Railroad President"

sets record!



IT WAS just about a year ago that Eugene Knol, the 15-year-old Blue Earth, Minn., boy who wanted to become a railroad president, wrote The Milwaukee Road's C. H. Buford to inquire the way. Although President Buford gave the boy only what he regarded as a straight answer to a straight question, the nine points of procedure he set up have since established him as something of an authority on success for American youth.

The original article on the subject appeared in the July, 1949, issue The Milwaukee Magazine. The Road's news bureau immediately dispatched a release, based on this article, to the press services and on-line newspapers.

On the heels of the Magazine piece came stories in the Chicago Daily News, the Fairmont (Minn.) Sentinel and the Blue Earth weekly paper. It was also adapted for broadcasting by the Fairmont radio station. Within a few days it was appearing in other papers, and the flood of clippings began. Then the scholastic and industrial press started using it in the form of "pointers along the way to success."

One of the most interesting evidences of the popularity of Mr. Buford's suggestions appeared in the January, 1950, issue of Magazine Digest, which picked it up from a Muncie, Ind., newspaper.

The Association of American Railroads received so many requests for copies of the article that the public relations department of The Milwaukee Road was asked to prepare a reprint, partly for the A.A.R., and partly for the Spartanburg, S. C., public school system, which had requested 2,300 copies. These reprints, in the form of a direct quote from The Milwaukee Magazine article, have since been prepared, as illustrated here.

It would seem that the American public was about ready for a sound, you've-got-to-dig-for-it lesson in how to get ahead in the world, and a man who had traveled that road was prepared to give it to them.

meet certain standards of rank and scouting experience.

The Scout "city" will occupy about 600 acres of Valley Forge Park. Each section of the 34 camp units will have its own water supply, shower baths, commissary department, and a health lodge with the services of three medical doctors and aides. All cooking

will be done by the Scouts over charcoal fires, under the direction of able personnel.

A full program will be provided for each day of the Jamboree. There will be music and morale features, including Scout displays, campfires, demonstrations, Scoutcraft events, and excursions to historic shrines.

"More" Say Passenger Crew Men Of Courtesy Meetings



A group of Milwaukee Division passenger conductors and trainmen discuss service problems at one of the Chicago "courtesy meetings." Standing, left to right: Conductor H. L. Jewell and Division Superintendent W. J. Hotchkiss. Standing alongside the projector is Conductor Bert Eberling, of the D&I Division, who participated in the program between runs.

THE "courtesy meetings" which Superintendent W. J. Hotchkiss of the Milwaukee Division recently held with passenger conductors and trainmen were in the nature of an experiment, but the reaction of the men was so encouraging that there probably will be more such meetings to come.

The men who attended have suggested that they be repeated.

The purpose of the meetings was to acquaint the men with certain complaints regarding passenger service and to learn from them what their observations on these particular scores had been. Suggestions for the general improvement of service were asked for.

The success of the meetings was

evident in the free exchange of ideas for the remedying of various situations. Mr. Hotchkiss expressed himself as being well pleased with the helpful attitude of the men.

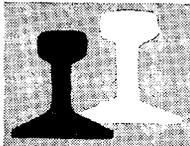
Four meetings were held in Milwaukee, with approximately 100 attending; among them, in addition to the men in train service, were ticket clerks and other passenger depart-

ment representatives. In Chicago about 85 attended the three meetings. In each instance the discussion period was preceded by the showing of the new Milwaukee Road color movie, "The Hiawathas Are Rolling."

Superintendent Hotchkiss and W. A. Dietze, public relations officer, spoke at the meetings, as did several passenger traffic officers.



	FEBRUARY		TWO MONTHS	
	1950	1949	1950	1949
RECEIVED FROM CUSTOMERS				
For hauling freight, passengers, mail, etc...	\$15,999,487	\$18,087,363	\$32,833,799	\$37,046,258
PAID OUT IN WAGES	8,860,727	10,313,127	18,642,426	21,320,339
PER DOLLAR RECEIVED (CENTS).....	(55.4)	(57.0)	(56.8)	(57.6)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance	543,000	595,559	1,130,385	1,275,421
PER DOLLAR RECEIVED (CENTS).....	(3.4)	(3.3)	(3.4)	(3.4)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,138,254	8,394,720	16,230,867	17,210,080
PER DOLLAR RECEIVED (CENTS).....	(50.9)	(46.4)	(49.4)	(46.5)
NET LOSS	1,542,494	1,216,043	3,169,879	2,759,582



Rail Tales

SNAKE PIT

by L. E. O'Donnell

Retired Conductor, Hiland, Wyo.

IT WAS in May, 1909, when a quiet little spot on the Kansas City branch of the old Chicago & Council Bluffs-Illinois Division suddenly erupted into a scene of frantic activity. This is how it happened:



L. E. O'Donnell

The Milwaukee Road had decided to fill the piling supports on the bridge over the Mississippi River between Rock Island and Davenport. The fill was to be hauled from the Albany sand pit, which was located between Albany, Ill., and Cordova. For several years prior to this only a few cars of engine sand had been removed from the pit, just as it was needed.

A tiny cabin was set off at the pit for a telegraph operator and several carmen were stationed there to keep the cars running, as it was important to finish the job before freezing weather.

The operator was Dan Teeter and the loading crew consisted of Engineer John Buchanan, Conductor Dave Guilfoil, King Brown and George

O'Rourke. Those boys could have used a stage—curtain unnecessary, as the show was continuous. On the unloading crew were Conductor H. H. Nicodemus, Guy Danford, Engineer John Revere and Fireman Roy Hummel. I remember F. W. Johnson on one hauling crew. I was on the other, with Conductor William Dee, Charles Snell, Jr., and Engineer Charles Shoop.

All during the hot summer a stream of sand continued to flow from the pit to that seemingly bottomless fill below the Mississippi bridge. Several times we on the hauling crews found fine specimens of blue racers and spotted adders in our box car caboose, placed there, we knew, by the comedians in the pit.

It was late in the fall when one cool morning the steam shovel loaded what looked like the entire winter quarters of the adders and racers into our train of 22 cars. The train was literally alive with snakes. Conductor Fred Kramp was on our crew at that time, with Brakeman Byron Hansen [now a retired engineer at Nahant, Ia.], just out of the Navy and as full of buzz as an A bomb. Kramp liked a joke, too, and would frequently hold up a hand and with a faraway look in his eyes address an

imaginary audience with some such nonsense as, "Forty years ago, my boys, I hauled thousands of carloads of sand to make this bridge safe for you, etc., etc."

We were pulling away from the pit that morning when I entered the caboose to tell Kramp that we were hauling more snakes than sand. I never delivered the message. Before I could say a word he had squared off to make one of his speeches, but he was barely primed when Hansen barged in, waving by its neck an adder the size of a young telegraph pole.

The front end window was open and Kramp made instant use of it, Hansen and his snake in pursuit. With snakes writhing over the sand in every car, Kramp took to the steel aprons between the cars and used them as springboards until he reached the top of the engine tank. There he held Hansen at bay with a clinker hook.

The climax came at the bridge when the bulldozer was pulled through the cars and the snakes were released. Every man on the shovel brigade headed straight for the river! The cool weather which followed kept the snakes under control so we were able to finish the job without adding a snake charmer to the payroll.

Seattle Bank Launched With Dining Car Reception

IT MAY not be new under the sun, but it's a good guess that it's unique in banking circles—that is, opening a bank with a reception in a railroad dining car. Here is how it happened.

When the National Bank of Commerce of Seattle got ready to open its 34th branch recently, Arthur W. Faragher, vice chairman of the institution, proposed a novel method of introducing the new bank to the public. Mr. Faragher was at one

time a member of the Milwaukee Road family, which may have some bearing on the fact that he conceived the idea of inviting several hundred businessmen and industrialists to an open house held on board a railroad dining car.

The opening of the bank on March 6 found one of the Road's new diners, together with a Touralux lounge car, set out on a siding near the bank building at First Avenue South and Stacy Street. The party started with a breakfast, and to accommodate everyone who had been invited, continued through the luncheon period. At both meals, special menu cards carried the Milwaukee

insignia and a message of welcome from the railroad.

The many business firms represented at the reception included, among others, Armour & Company, Centennial Flouring Mills, Elliott Bay Mill Company, Fisher Flour Mills, Ford Motor Company, Frye & Company, Goodyear Tire & Rubber Company, H. J. Hines Company, International Harvester Company, Isaacson Iron Works, Marshall Wells Hardware Company, Port of Seattle, Safeway Stores, Seaboard Lumber Company, Sears Roebuck & Company, Washington Lumber Company and the Westinghouse Electric Company.

Here's Why!

The contest on the subject of "Why I Like to Work for The Milwaukee Road" produced so many essays of outstanding merit that the matter of choosing the winners was a difficult task. During 1949 all of the prize essays, as well as those which received honorable mention, appeared in *The Milwaukee Magazine*. Following are excerpts from other outstanding essays which merit recognition.

Proud of the Record . . .

During the war there was a specific pride in knowing that every employe of our railroad system was an integral part of the great war machine. The war is over, but my pride in working for one of the best railroads in the nation still remains.

O. H. Schultz,
Employment Agent,
Seattle, Wash.



O. H. Schultz



R. A. Schuh

Management & Magazine . . .

I like the way our operating officers go after new business and make plans for a bigger and better railroad. I like their cooperation in every new problem that comes up. I like it because we have a magazine which tells of the happenings on other divisions, of new trains being built and new schedules in the making. I ride quite a number of trains on other railroads, but none of them make me feel as good as a ride on one of the Milwaukee crack trains—then I am really proud.

R. A. Schuh,
General Yardmaster,
Terre Haute, Ind.

In War, in Peace . . .

After more than 40 years of service, I still get a thrill watching those fast passenger trains and long freights roll by. I'm proud of the record The Milwaukee Road made handling men and material during the war, and of its peacetime handling of traffic.

S. W. Fuller, Agent,
Scranton, N. D.

Railroaders Are Good Neighbors . . .

I enjoy working for The Milwaukee Road because of the fine caliber of fellow employes. So many of them are home owners. The slogan, "Friendliness is a Milwaukee Road tradition," could only be made a reality by men who support our homes, schools, and churches, who are, in short, good neighbors.

Anton M. Ore, Engineer,
Minneapolis, Minn.

Good Working Conditions . . .

On The Milwaukee Road I don't feel that the officials are bosses—they make me feel that I am a vital cog in the wheel of an up-and-coming system. After you have worked a few months you become one of a large family with a chore to do, and you do it with the feeling that you are to gain as the company gains. To my way of thinking, on The Milwaukee Road we have the best conditions of any road in the country.

L. C. McKinnon,
Engineer,
Three Forks, Mont.



G. J. Kulik



L. C. McKinnon

In Step With the Times . . .

To the average individual, railroad-ing seems always to be interesting, but to keep this interest at a high level for the worker, the railroad you work for must be a progressive one, putting into practice the im-

provements and progress of railroad science. The Milwaukee Road has some of the best streamliners and Diesel freights in operation, all exhibiting ultra modern equipment. To work for The Milwaukee is definitely an interesting job.

G. J. Kulik, Agent,
Grafton, Ia.

Learn a Trade . . .

There are a lot of good jobs on the railroad and if a fellow shows any ambition and tries to learn he stands a good chance for advancement. This gives a fellow something he can look forward to. He can learn many kinds of trades, because on the railroad it takes many types of work to keep the trains rolling.

Stanley F. Prokopek,
Checker of Repairs,
Galewood Yard



Stanley Prokopek



Fred Kunge

The Helping Hand . . .

I like to work for our railroad because all possible safety protection is given the employe to perform his task and because the employes are a 100 per cent gang when one is sick or other misfortune strikes. The officials and foremen are all out for their men's safety—first, last and always. That's The Milwaukee Road—a sincere and honest bunch of people.

Fred Kunge,
Carman Helper,
Montevideo, Minn.

A Liberal Education . . .

As an employe of the railroad, my knowledge along educational lines has been extended immensely. For example, I've learned more about trains, engines, time tables, train schedules, the names of towns—even the signals and what they mean. Oh, I could name innumerable things of educational value, for The Milwaukee Road embraces so many people, industries and states, one could write a book.

Angeline Schill,
Stenographer,
Milwaukee, Wis.

the women's club opens



The grand finale features the complete wardrobe, with the accent on feminine softness. Front row, left to right: Josephine D'Amico, Vera Biasi, Viola Asa, Dorothy Casey. Back row: Hazel Flowers, Elsie Vehlow, Florence Talley, Gladys Larson, Trudy Pasholski.

FASHION SHOW SEASON

Pictures by J. A. Strohmeyer
Magazine Correspondent, Fullerton Avenue

AN "Early Bird" showing of the fashion outlook for 1950, as presented by Fullerton Avenue Chapter of The Milwaukee Road Women's Club, played to a packed house in the chapter's club rooms in Chicago on the evening of March 14. About 225 members and their friends witnessed the style parade.

In accordance with custom, dinner was served first in the building cafeteria and the monthly business meeting was conducted by Mrs. George J. Evans, chapter president. This was

followed by two crowded hours of entertainment. The program which introduced the main bill featured pupils of the Mary Shelvin School of Irish Dancing and a young songstress, Margaret Thiede, who is employed in the auditor of station accounts office. Joan Whelton, of the central computing bureau force, accompanied on the piano.

The style show, which was sponsored by a large Chicago women's wearing apparel shop, provided an intriguing glimpse of the spring fashion forecast. Parading down a runway, the models displayed a complete line of day and evening clothes—coats, suits, dresses, dinner costumes and furs. Footlight makeup was by

courtesy of a well-known Chicago beauty salon.

It was home talent night for the chapter. Miss Mary Ebert, of the auditor of station accounts and over-charge claims force, received honorable mention for her interesting table centerpieces. The models, all employees of the Fullerton Avenue accounting department, were Josephine D'Amico and Hazel Flowers, auditor of station accounts office; Viola Asa and Elsie Vehlow, auditor of equipment accounts; Dorothy Casey, Gladys



Right: Dorothy Casey, Josephine D'Amico and Vera Biasi (left to right) wear the topmost news in spring "toppers."

Left: The "suit look" is modeled by Trudy Pasholski, Gladys Larson and Elsie Vehlow (left to right).



Larson and Vera Biasi, central typing bureau; Florence Talley, chief disbursement accounts; and Trudy Pasholski, auditor of expenditures force. Mrs. Cecilia Mansfield, chairman of the entertainment committee, directed the backstage crew.

Audience favorites for the mature figure, modeled by (left to right) Hazel Flowers, Florence Talley and Viola Asa.



APPOINTMENTS

Operating Department

Effective March 15:

F. H. Ryan is appointed chief dispatcher with headquarters at Wausau, Wis., having jurisdiction over the La Crosse & River Division Third District, vice M. M. Harrington, retired.

Engineering Department

Effective Apr. 1:

B. J. Ornburn is appointed assistant chief engineer—structures.

E. E. Burch is appointed bridge engineer.

The positions of assistant chief engineer, Lines East and Lines West, are abolished.

Traffic Department

Effective Apr. 1:

H. E. Erickson is appointed general agent at Cincinnati, Ohio, succeeding G. C. Armstrong, retired.

C. J. Duggan is appointed traveling freight agent with headquarters at Cleveland, Ohio, succeeding H. E. Erickson, promoted.

When more of the people's sustenance is exacted through the form of taxation than is necessary to meet the just obligations of government and expenses of its economical administration, such exaction becomes ruthless extortion and a violation of the fundamental principles of a free government.

—Grover Cleveland

RETIREMENTS

The following employes' applications for retirement were recorded during MARCH, 1950

Chicago General Offices

BECK, WARREN E.
Supvr. Personal Records.....Chicago, Ill.
DE MUTH, WILLIAM F.
Clerk, Frt. Aud. Off.....Chicago, Ill.
JONES, HARPER
Waiter.....Chicago, Ill.
ROWLEY, THOMAS J.
Spl. Representative, S&DC...Chicago, Ill.
SCHELL, ROBERT J.
Waiter.....Chicago, Ill.
WILLIAMS, ARTHUR
Waiter.....Chicago, Ill.

Chicago Terminals

BROWN, THOMAS W.
Switchman.....Chicago, Ill.
CARTER, EDWARD P.
Cashier.....Galewood, Ill.
COVIELLO, PASQUALE
Ex. Gang Laborer.....Chicago, Ill.
GRABOWSKI, JOHN
Carman.....Chicago, Ill.
HALL, EDWARD
Frt. Handler.....Chicago, Ill.
JENSEN, CARL A.
Stover.....Chicago, Ill.
MOORE, ALVA R.
Foreman, Loco, Dept.....Chicago, Ill.
MOYLAN, PATRICK S.
Ex. Gang Laborer.....Galewood, Ill.
PARKER, CLYDE E.
Trucker.....Chicago, Ill.
PETTY, WILLIAM H.
Boilermaker.....Chicago, Ill.
SERNO, MIKE
Sec. Laborer.....Chicago, Ill.
SHAW, GEORGE T.
Car Inspector.....Chicago, Ill.
SWIDERSKI, WALTER
Carman.....Galewood, Ill.

Coast Division

ANDERSON, ERICK
Loco. Engineer.....Tacoma, Wash.
BAKER, WILLIAM W.
Switchman.....Seattle, Wash.
CLARK, SAMUEL D.
B&B Carpenter.....Seattle, Wash.

DOCKEN, ALBERT
Ex. Gang Laborer.....Mineral, Wash.
DUNDON, GEORGE M.
Sec. Laborer.....McKenna, Wash.
FIECHTER, SAMUEL
B&B Carpenter.....Tacoma, Wash.
JOHNSON, OLAF R.
Ex. Gang Laborer.....Tacoma, Wash.
KURIAL, ANTON
Oiler.....Tacoma, Wash.
MADDEN, PATRICK J.
Ex. Gang Laborer.....Seattle, Wash.
REGAN, JESSIE V.
Tel. Operator.....Beverly, Wash.
TILGER, HILLIS W.
Section Foreman.....Othello, Wash.

Dubuque and Illinois Division

ADAMS, WALLACE L.
Laborer.....Savanna, Ill.
BASHAW, SAMUEL E.
Clerk.....DeKalb, Ill.
BROWN, GEORGE H.
Ex. Gang Laborer.....Savanna, Ill.
CARR, GEORGE A. J.
Divn. Storekeeper.....Savanna, Ill.
CLARK, JOHN T.
Laborer.....Laredo, Mo.
CUNNINGHAM, WM. J.
Bridge Guard.....Byron, Ill.
GUYLE, ARTHUR D.
Switchman.....Ottumwa, Ia.
MARTIN, HUGH M.
Frt. Checker.....Kansas City, Mo.
MEYE, HARRY H.
Carman.....Nahant, Ia.
NEWELL, ROYAL G.
Pipefitter.....Savanna, Ill.
PHILLIPS, HARRY L.
Sec. Laborer.....Chillicothe, Mo.

Hastings and Dakota Division

BINGER, BENJAMIN A.
Sec. Laborer.....Alpena, S. D.
NIXON, LAMBERT R.
Conductor.....Montevideo, Minn.

Idaho Division

GILL, HERBERT P.
Ex. Gang Laborer.....Spokane, Wash.

The Milwaukee Railroad Women's Club

Report of Activities of General Governing Board and Local Chapters for Year ending December 31, 1949

	Dec. 31, 1949	Dec. 31, 1948	1949 Gain
Voting Membership	8,001	7,817	184
Contributing Membership	12,897	12,440	457
Total	20,898	20,257	641
Expended for welfare and good cheer work.....			\$ 7,938.74
Value of donated articles distributed by local chapters which required no expenditure from funds.....			\$ 1,485.29
Families given aid and reached through good cheer.....			5,673
Welfare and good cheer calls made.....			8,586
Good cheer and sympathy cards and messages sent.....			5,133
Cleared on money-making activities.....			\$14,530.30
Sent to local chapters by the general governing board.....			\$ 6,545.00
Books owned on Dec. 31, 1949, by chapters operating circulating libraries for members			3,468
Books loaned to members from circulating libraries.....			2,663
Earned on book rentals by chapters operating circulating libraries....			\$ 261.77
Expended for new books by chapters operating circulating libraries... \$			321.28
Cash balance in general governing board and local chapter treasuries on Dec. 31, 1949			\$37,125.38
Invested in U. S. Savings Bonds by the general governing board and local chapters as of Dec. 31, 1949			\$57,552.00
			—General Governing Board

PARTLOW, EDWARD
CarmanSpokane, Wash.
RALSTON, WILLIAM C.
Loco. EngineerSpokane, Wash.

Iowa Division

COREY, FRANK E.
ConductorSavanna, Ill.
EHRICH, AUGUST
Ex. Gang LaborerMarilla, Iowa
FRANKLIN, JOHN F.
Sec. LaborerParnell, Iowa
GOODWIN, VOORHIS
Mach. HelperCouncil Bluffs, Iowa
MANHOLTZ, EARL L.
Loco. EngineerCedar Rapids, Iowa
SELBY, FRED
Ex. Gang LaborerAmana, Iowa
TATE, CHARLEY E.
Sec. LaborerSpirit Lake, Iowa
TIERNAN, JAMES W.
Sec. ForemanVan Horne, Iowa
WHALEN, JOHN P.
RoadmasterMarion, Iowa

Iowa and Dakota Division

HOPKINSON, ERNEST J.
Loco. EngineerSioux City, Iowa
MORRIS, CHARLES A.
Loco. EngineerSioux Falls, S. D.
PIPPINGER, NEWTON S.
ConductorSanborn, Iowa
SCHRADER, HERMAN F.
Sec. LaborerCharles City, Iowa

Iowa and Southern Minnesota Division

CHRISTIE, JOHN
Sec. LaborerAustin, Minn.
MAUST, SAMUEL L.
Eng. WatchmanPreston, Minn.
LWELLING, MICHAEL
Car InspectorAustin, Minn.

La Crosse and River Division

ANDREASON, JOHN E.
Ex. Gang LaborerLa Crosse, Wis.
FOWLER, WESLEY J.
ConductorWisconsin Rapids, Wis.
HUNT, WALTER F.
Loco. EngineerMinneapolis, Minn.

RIESTER, CHRIST
Sec. LaborerWabasha, Minn.
SHUTTER, CHARLES G.
ConductorSparta, Wis.
WARD, ALEX J.
Loco. EngineerMinneapolis, Minn.
WORTZ, MARTIN
ClerkWauwatosa, Wis.

Madison Division

CARTER, HENRY
Pump RepairerMadison, Wis.
HORVATH, JOSEPH
Ex. Gang LaborerClinton Jct., Wis.
NIXON, JAMES L.
Sec. LaborerGratiot, Wis.
ROONEY, LAWRENCE R.
Loco. EngineerJanesville, Wis.

Milwaukee Division

BOENING, HENRY R.
CrossingmanMorton Grove, Ill.
HANNA, ANNA G.
ClerkWalworth, Wis.
LA BELL, BEN F.
Sec. LaborerWalworth, Wis.
LAVIN, THOMAS
HostlerMilwaukee, Wis.
MARGRAF, PHILIP
Sec. LaborerHartford, Wis.

Milwaukee Terminals and Shops

DICKAS, WALTER
Blacksmith HelperMilwaukee, Wis.
DIELEN, FERDINAND J.
Boilermaker HelperMilwaukee, Wis.
KIMBALL, FRED N.
MachinistMilwaukee, Wis.
KRASS, PETER
Cabinet MakerMilwaukee, Wis.
LYONS, HOWARD H.
StockmanMilwaukee, Wis.
MERKEL, JULIUS B.
B&B CarpenterMilwaukee, Wis.
STUCKRAD, FREDERICK H.
Mach. HelperMilwaukee, Wis.
SWANG, BENJAMIN L.
AgentMilwaukee, Wis.
WICKMAN, JOHN
CarmanMilwaukee, Wis.

Notice—Band and Choral Club in May Concert

THE Hiawatha Band of Milwaukee and The Milwaukee Road Choral Club of Chicago will give a joint spring concert at the Nathan Hale High School Auditorium, West Allis, Wis., on Friday evening, May 12, at 8 P.M. This is a special centennial activity and all employes in Milwaukee and nearby cities, including Chicago, are invited. Admission is free. Employes in the Milwaukee area may obtain tickets through their supervisors. In Chicago, tickets can be had by contacting members of the Choral Club.

Rocky Mountain Division

McDONALD, PARMENAS W.
Sec. LaborerTarkio, Mont.

Seattle General Offices

DAVIS, JESSE N.
Gen. AttorneySeattle, Wash.

Superior Division

SHANKEY, ERNEST J.
Sec. LaborerSherwood, Wis.

Terre Haute Division

CARRELL, FRANCIS M.
LaborerWest Clinton, Ind.
CECIL, RAY T.
Sec. LaborerBedford, Ind.
HALL, JAMES E.
Sec. LaborerNorman, Ind.
JACKSON, BARTON
Carman HelperTerre Haute, Ind.
MARTIN, MALEN M.
SwitchmanFaithorn, Ill.
MAYBERRY, HENRY W.
Sec. LaborerTerre Haute, Ind.

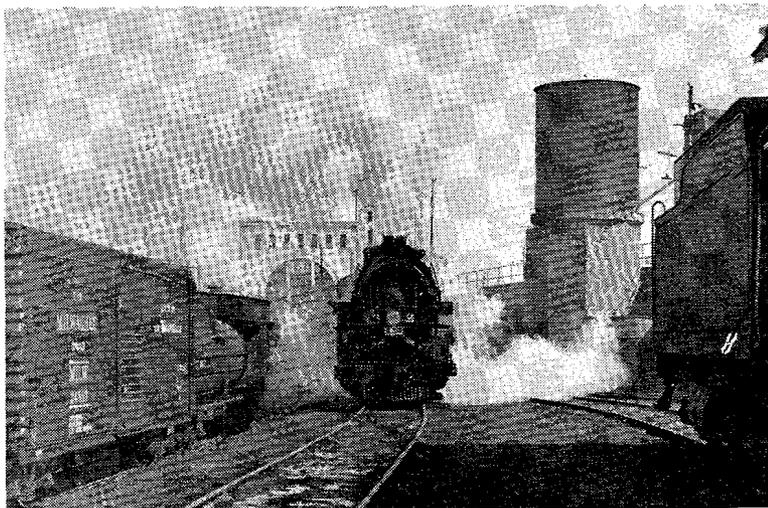
Trans-Missouri Division

BRADEN, DAYTON E.
ConductorMiles City, Mont.
FORD, EDWARD A.
B&B CarpenterMobridge, S. D.
VOLKE, GEORGE J.
Ex. Gang LaborerMiles City, Mont.

Twin City Terminals

AGUILAR, OTILLO
Sec. LaborerSt. Paul, Minn.
ANDERSON, CARL S.
SwitchmanSt. Paul, Minn.
ANDERSON, FELIX
Mach. HelperMinneapolis, Minn.
BJORKLUND, WALMER Y.
CarmanMinneapolis, Minn.
DUGGAN, THOMAS J.
BoilermakerMinneapolis, Minn.
GARRISON, ELVIN G.
SwitchmanSt. Paul, Minn.
KRUEGER, OTTO A.
Ex. Gang LaborerMinneapolis, Minn.
LARSON, CHARLES
Laborer, Loco. Dept.Minneapolis, Minn.
LA VALLEY, FREDERICK J.
SwitchmanMinneapolis, Minn.
MESSICI, ALEX
Asst. Genl. ForemanSt. Paul, Minn.
OSTLIE, OSCAR H.
Laborer, StoreMinneapolis, Minn.
SANFORD, AUGUST G.
WelderMinneapolis, Minn.
SCHRAMEK, JOHN J.
MachinistMinneapolis, Minn.
SHARP, JOHN
Carman HelperMinneapolis, Minn.
SJOBERG, FRANK E.
Mach. HelperMinneapolis, Minn.
SMITH, EARL E.
Boilermaker HelperMinneapolis, Minn.
SMITH, MICHAEL
Laborer, Loco. Dept.St. Paul, Minn.
SOLVERSON, SEVERIN
Ex. Gang LaborerMinneapolis, Minn.
STEPHENSON, JOHN E.
MachinistMinneapolis, Minn.

How Well Do You Know Your Railroad?



THIS month's "mystery picture" takes our sightseeing tour of the railroad to a busy location. Perhaps the scene just escapes your identification. Well, then, to avoid confusion and also because we want to play fair, we'll mention that the building in the background shows up a little lighter on the photograph than

it may appear when viewed first hand, but aside from that, you're on your own.

And now for the question. Where is it? Take a good look at the landmarks and then venture a guess. If you're dead certain you can stop right here. Otherwise, please turn to page 42 for the answer.

Miles City Service Club Aids Polio Drive

THE Miles City Service Club, a stalwart campaigner for the March of Dimes, recently held a benefit which added \$281 to the Custer County fund. The method employed was one which had been successful in the 1947 drive. A 4x6 foot board, its cloth cover showing the outline of a locomotive, was put on display and contributions were used to fill in the pattern. Nathan Smith designed the board. As it stood complete, the locomotive contained 1,109 dimes and had a silver dollar headlight. A border of half dollars outlined the picture.

Claude O'Brien, perishable freight inspector, was chairman of the program. Among others who contributed their services were Martin Walsh, Jack Walters, Al Kelm, Art Gilbert, Arnold Running and Al Perschillo, all of the mechanical department; Jake Hilderman and Frank Zawada, car department; Thurman Bankey, Parke Burns, Swan Nelson, John Schell, Shorty Rodgers and Ray Grant, operating department; and Engineer Tom Kelly. Sam Leo, head man of the kitchen crew, was assisted by Korliss Yates, Dan Tedesco, Ray Yates, Pete Leo and Gus Pavelis.

The Miles City Club recently paid tribute to the late Nick Gaglia, retired boilermaker, who had been an earnest worker on committee affairs. A resolution was written into the club record in grateful acknowledgment of his services. Officers of the club for 1950 are J. S. Walters, chairman; Al Kelm, vice chairman; T. S. Bankey, treasurer; and Ray Grant, secretary.

R. A. Klotz Heads Central-West Rate Group

AT A meeting in Chicago on Feb. 21, Ralph A. Klotz, assistant to passenger traffic manager in the Chicago Union Station, was elected president of the Central-West Region of the American Association of Passenger Rate Men. The association counts approximately 318 members in the Central-West region.

Mr. Klotz has been with the Road since 1920, starting in the accounting department where he received a thorough grounding in passenger rates. He was promoted to chief rate clerk in the passenger traffic department in the Union Station on Jan. 1, 1948, and was advanced to his present position last Oct. 31. He has been connected with the American Association of Passenger Rate Men for about 15 years.

April, 1950

Beverly, Wash., Pioneer Retires



Mrs. Vera Regan

ANOTHER record went "by the boards" when the name of Mrs. Vera Regan, operator at Beverly, Wash., was placed on the retirement list. When Mrs. Regan finished her railroad service on Feb. 1 she was the senior employe at Beverly, Wash., and in addition, the pioneer resident of that city.

There are several thousand Milwaukee Road people in the Pacific Northwest who would like to know the answer to this one: "Which came first, the railroad or Mrs. Regan?" The answer is that it was a pretty close race. Mrs. Regan started at Kenova Pit, Wash., in October, 1909. She was hired as a relief operator and put in several months at Revere and Lind before she was assigned to Beverly the following year. The station was brand new, having been built in 1909, and the "town of tomorrow," as Beverly was known, was attracting homesteaders on the Royal Slopes. It was a boom period, activated by

the coming of the railroad in 1908.

Following the extension of the line to Hanford in 1912, Beverly became an important junction point for the Hanford Valley. Mrs. Regan resigned her position in 1914, but the following year her name again appeared on the rolls as operator at Pocono, Idaho, and during the four years which followed she served successively at Calder, Ethelton, Kittitas and Corfu. When she returned to Beverly in 1919 it was to stay until she retired.

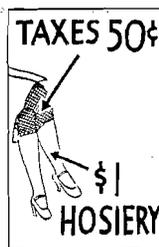
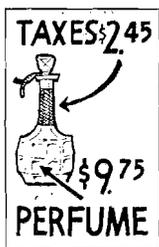
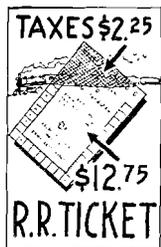
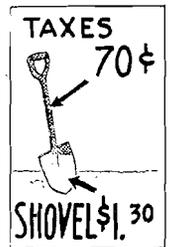
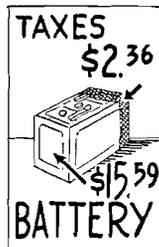
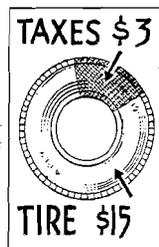
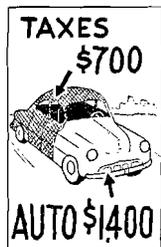
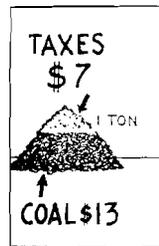
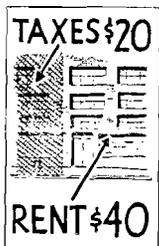
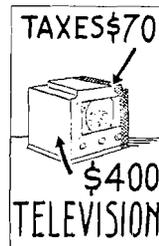
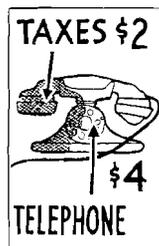
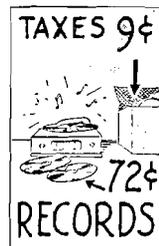
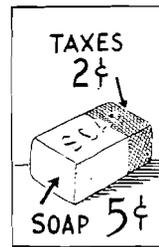
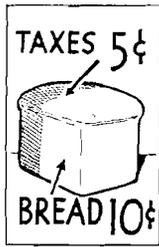
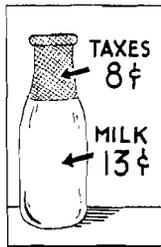
"Many changes took place during those years," Mrs. Regan said in reviewing her long service. "The old Vantage ferry was abandoned for the present Vantage bridge and I saw the Hanford Valley come to life and develop into the present productive scene." Associations with her many co-workers also loom prominently in her picture of the past. "As I retire," she says, "I take with me the memories of a grand group of fellow employes and of many helpful officials."

Notice—Members of the American Association of Traveling Passenger Agents

THE 68th annual convention of the American Association of Traveling Passenger Agents will be held in Miami, Fla., early in October. The program will include an educational address by a prominent passenger traffic officer, discussion of passenger traffic matters, and entertainment. There will also be sight-seeing in and around Miami.

Plans for the regular post-convention trip are incomplete at this time, but they will include stops at many of the important Florida travel places and, according to present indications, a visit of several days in Havana, Cuba.

THE TAX BITE . . . what it adds to everyday living costs



HEAVY BURDEN From baby's powder to the family car, every item which goes to make up American living standards feels the impact of the tax collector. Some of the taxes are hidden, others appear right on the sales ticket. In either case they are heavy. Often the part of the selling price which goes to the support of government is larger than what is left to pay for the wages, materials and plant used in producing the item. The levies on cigarettes and on alcoholic beverages are outstanding examples of this class. In the case of gasoline and milk the share taken by the tax collector nearly equals what goes to the producers. But

regardless of the proportion, taxes today cut heavily into our living standards by reducing the number of things we can buy and enjoy. So long as the tax man takes anywhere from 10 to 60 per cent of what we spend, our enjoyment of a full American living standard must suffer. And just so long will the measurement of income in terms of dollars be meaningless. Those living on fixed incomes have already felt the pinch of the tax collector in reduced purchasing power. Those who are saving for their old age will feel it in years to come unless economy in government halts the wild uprush of inflation.

—From the New York Journal-American

your SPRING CLEAN-UP *campaign*

IT ALL started in Cleveland many years ago. A school teacher in a poor district noticed that one of her pupils, a little girl who came to school in rags, was attractive in spite of her unkempt hair and dirty face. The teacher had an idea.

The next day she brought a new pinafore to school and presented it to the child. She washed the child's face and combed her hair. The child was transformed. She was no longer an urchin—she was as pretty as a doll.

When the little girl returned to her dingy home in a run-down section of the city her parents greeted her with silence. But that night her mother shattered precedent in their untidy house by producing a clean tablecloth for the dinner table. Her father stared silently at the new dress and the clean tablecloth. Shortly after he was seen in the front yard repairing the picket fence. It wasn't long before he planted a lawn and flowers.

Then the neighbors who had witnessed this activity also began repairing the wooden sidewalks and fences in front of their homes, planting flowers, painting window sashes. The idea was catching.

The pastor of a nearby church thought such activity should be encouraged, so he called on city officials and persuaded them to install new water mains and street lights and to pave the muddy streets.

"Pinafore Miracle" Transformed a Slum

And so, by the miracle of a little girl's new pinafore, the slum became a street of clean homes. News of that clean-up campaign traveled. Other cities borrowed the idea. Fire department and public health officials saw



The yard and the lot next door should be cleaned up as part of the spring cleaning drive. This provides the children with a safe place to play.

an opportunity to rid homes, neighborhoods and even whole cities of hazards that cause fires and menace health.

Today, Clean-Up Week, usually held in the spring, is observed by nearly 10,000 communities throughout the nation. The pastor who saw its humble beginnings is T. Alfred Fleming, former director of conservation for the National Board of Fire Underwriters.

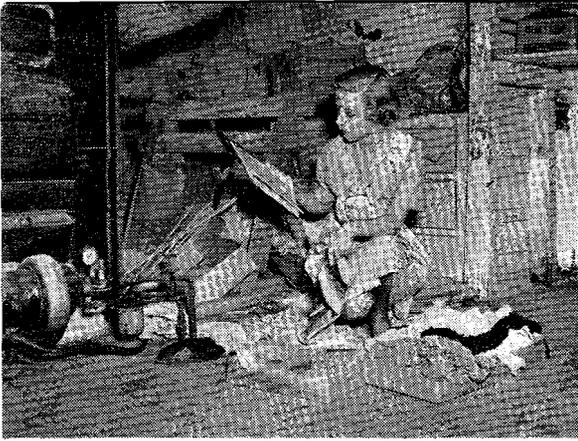
Everyone can help in this nationwide campaign for a cleaner and safer America by staging a clean-up campaign in their own home, then joining neighbors to clean up the block and the community. Here are suggestions for the home spring clean-up:

1. Clear out all rubbish, newspapers, magazines and rags that may have collected in closets, the attic or the garage. They can start a fire or add fuel to one. Don't burn rubbish on a windy day when sparks can be carried a distance.

2. Put oily rags and paint cloths in closed metal containers.

3. Look over electric cords and have frayed ones repaired. Don't run them under rugs or through doorways. Use only 15-ampere fuses in household circuits. Take broken electric appliances to a qualified electrician.

4. Be sure new electric appliances bear the Underwriters' Laboratories, Inc., label. Get the advice of an electrician before adding them to a heavy-



Above: The place to start your clean-up campaign is at home—in the cellar. No home is safe when the cellar is stuffed with junk and rubbish.

Right: Keep a box of fuses on hand to replace those that blow. If this new fuse blows, the housewife should call an electrician because it's a sign that something is wrong.



ily loaded circuit.

5. Remove all dangerous flammable liquids from the house. Gasoline fumes are always explosive. If dry cleaning must be done at home, use only those fluids listed by Underwriters' Laboratories, Inc.

6. Have the furnace cleaned in readiness for fall. Check the walls around the chimney all the way to the roof. A spot too hot for the hand is a danger signal indicating need for repairs. Provide a metal container for hot ashes.

7. Clean your portable oil heater. Place it where it can't be knocked over, away from curtains and combustible material. If kerosene must

be kept for lamps or heaters, store it out-of-doors and refuel in daylight hours.

8. Keep a wire mesh screen in front of the fireplace to keep sparks from flying out.

9. See that ash trays are distributed liberally about the house. Place matches in metal containers out of reach of children. Never permit any member of the household to smoke in bed.

10. Get your neighbors interested in a community clean-up and remove refuse from vacant lots. Your neighborhood will be more attractive and your children will have a safer place to play.

Right: Grease which accumulates on the kitchen stove can start a flash fire. This housewife, recognizing the danger, is cleaning her stove as part of spring clean-up.



Below: Worn electric cords cause many fires, so it is wise to make a systematic check of plugs and wires. When buying replacements, look for those which have been tested for safety.



ATTENTION

Voting Members of The Milwaukee Railroad Women's Club

THE 14th general get-together luncheon of the 61 chapters of The Milwaukee Railroad Women's Club will be held in the Grand Ballroom of the Hotel Sherman, Chicago, Ill., on Saturday, May 13, 1:30 P.M., Chicago Daylight Saving Time; price, \$1.50 per person.

All voting members are invited to attend. Please make reservations not later than May 2 through your local chapter president, who will be happy to supply you with all information.

—Lillian J. Loderhose, President General

Cheese facts

SOMETHING about cheese: Processed cheese will grate easily if you use a medium-coarse grater which makes long flakes. Don't use a fine one, cautions Good Housekeeping magazine. To keep a wedge of Cheddar cheese, wrap it in a cloth wrung out of vinegar-water; then wrap in waxed paper and store in the refrigerator. To bring out the flavor of dessert cheeses (except cottage and cream cheese) stand them at room temperature for a while before serving.

sunday breakfast treat

AN UNHURRIED Sunday morning with all members of the family breakfasting together calls for an extra good meal. Plan this menu ahead of time. Start them off with sweet pears. For the cereal course, make a centerpiece of the cereal variety pack that is available at stores and let everyone have their choice. Make scrambled eggs and you won't have to fuss with individual servings. As a side dish, serve small crisp pork sausages.

For the special treat, finish with a tempting Cinnamon Flake Kuchen, made the day before. This hot bread is a perfect complement to your breakfast when it is served with the coffee.

Cinnamon Flake Kuchen

- ¼ cup shortening
- ⅓ cup sugar
- 1 egg
- 1½ cups sifted flour
- 2 teaspoons baking powder

- ¾ teaspoon salt
- ½ teaspoon nutmeg
- ⅔ cup milk

- ½ cup brown sugar
- ½ teaspoon cinnamon
- ½ teaspoon nutmeg
- 2 tablespoons melted butter or margarine
- ½ cup whole wheat flakes

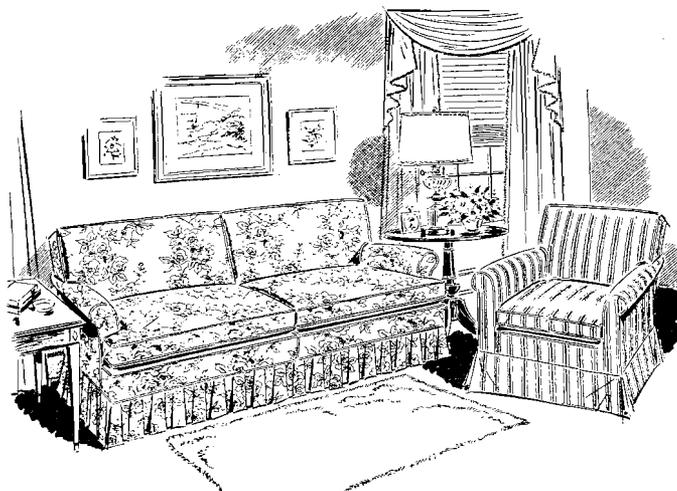
Blend shortening and sugar; add egg and beat well. Add sifted dry ingredients alternately with milk, being careful not to overmix. Spread in greased 9x9-inch pan.

Mix together sugar, spices, butter and wheat flakes. Sprinkle over batter. Bake in moderately hot oven (400° F.) about 25 minutes. Yields 12 servings.



make your own slip covers

THE making of slip covers is a major sewing project, but an exceptionally rewarding one. Contrary to popular concept, it is not at all difficult, requiring patience and accuracy rather than sewing skill. The method used by professional decorators is outlined in an instruction leaflet which is now available to readers of this magazine. Beginning with the measurement of furniture for yardage and the selection of suitable fabrics, it leads the beginner through the complete routine of covering a chair, davenport, sofa, couch and bed. Slip covers, although usually made in the spring, are an integral part of year-round decorating, and you will want to have a copy of the direction leaflet whether you use it now or later. For a free copy of "How to Make Slip Covers," write to The Milwaukee Magazine, Room 356 Union Station, Chicago 6, Ill.



INFORMATION TALK HAPPENINGS HUMOR CHA
 TIDINGS BULLETINS
 TALES About People of the Railroad
 REPORTS NEWS ANECDOTES GREETINGS VIEWS BROADCASTS STORIES

CHICAGO TERMINALS

Union Street

Florence LaMonica, Correspondent

Congratulations are in order for Frank LaSalle, House 4, who recently received a pin for 50 years of service in the Chicago terminals. It is wonderful to have all the pep Frank has and we hope he will continue for many years more.

John McKee, night cooper, is spending some time in Tucson, Ariz., and intends to contact our old friend, Sid Roth.

Herb Schoenfeld, checker at House 3, is still in Wesley Memorial Hospital and has undergone another operation.

Webster Wilkins, checker at House 8, lost his wife recently through death.

The National Safety Council took movies in House 4 all during the last week of March. Watch for this because several of the boys you know will appear in the pictures. Otto Stainer, safety engineer, was the technical advisor.

Please, folks, I need an apartment desperately. The building I was supposed to move into has been sold and I have exactly until May 1 to get out of my present place. Otto Stainer, too, is in need of five rooms. Don't forget us.



James Hehman, 6, and brother Jon, 4, are children of a genuine Milwaukee Road family. Their father, Donald Hehman, is a dispatcher on the Terre Haute Division. Grand-dad Ted Hehman is an engineer at St. Bernice. Uncle "Cas" Kuhns is general foreman of diesels at Western Avenue, Chicago, and Uncle "Beanie" Miller is an engineer at St. Bernice. Grandfather Monty Kuhns, deceased, was a St. Bernice engineer and two uncles, Teddy Hehman of Indianapolis and John Pritchard of St. Bernice, were also Milwaukee Road employees at one time.

Galewood

Norma Gunderson, Correspondent

Fred Scharlau, first on the Galewood office seniority roster, retired Feb. 15 after 61 years of service. He was presented with a box of 50 cigars and a purse by his Galewood friends.

Emil Young recently spent a vacation in Florida, visiting with Archie Sinclair and wife.

Charlie Rabus, checker, who is recuperating after an operation, is visiting with the Sinclairs in Florida at this time. (Popular people, those Sinclairs.)

Myra Rabiola and husband announce the arrival of Alan John, born on March 19.

Hattie Blackman, relief bill clerk, returned from Florida recently with a nice coat of tan.

Edna Stone, relief operator, spent her vacation in St. Petersburg, Fla.

Robert Evans has been off for some time due to illness.

E. P. Carter, cashier at Healy station who retired on account of disability, has moved to California for his health.

Cecelia Zygowicz spent her vacation in Seattle, Wash.

John McGrath, chief bill clerk, will be at St. Mary of Nazareth Hospital for a build up before undergoing an operation.

Caller Leroy Sorenson of Fox Lake, Ill., was shot accidentally while cleaning a gun on March 13.

J. E. Baker Retires



John E. Baker

THE RECENT retirement of John E. Baker, veteran train director at Galewood Yards, brought to public attention a remarkable family service record. When Johnny Baker became a Milwaukee Road man in 1903, he was following the example of his father, three uncles and six brothers. "Our family just about ran the railroad at that time," Baker jested as he retired. But it's a fact that from 1910 to 1915 the Bakers were very much in evidence around the Chicago terminals. During that period, Joseph Baker and his seven sons were all employed, six of them as switchmen. John started as a boilermaker helper at the Western Avenue roundhouse. In 1904 he transferred to the old yard at Western Avenue as a switchtender and in 1905 he became a switchman. He served for several years as yardmaster before he was promoted to first trick train director at Galewood in 1940.

Fellow employes gave him a rousing send-off when he left the company. In ceremonies at the yards, he was presented with a citation and a handsome gold watch.

West Clinton Area

Earl H. Lehman, Correspondent

Mrs. Hettie Adams, widow of Conductor Charles Adams, died at the hospital in Clinton on March 10. She had lived here for 35 years. Burial was at Worthington, Ind.

Lawrence McKay, chief roundhouse caller, was ill at his home in Clinton during March. Machinist Arnold Rodgers was also seriously ill in March.

Conductor H. C. Speer is convalescing at

TERRE HAUTE DIVISION

Terre Haute District

T. I. Colwell, Correspondent

Our congratulations to Ed Talkington and the new Mrs. Talkington who were married in February. Mr. Talkington is our veteran agent at Westport, Ind.

William E. Allen, retired dispatcher, was hospitalized at Terre Haute for about a week during March. He is now recuperating at home and progressing nicely.

"Doc" Craig, retired conductor who spends his winters in Mexico, returned to Terre Haute on March 23.

Mr. and Mrs. Al Burt, who spend the winters in Florida are expected home shortly. Mr. Burt is a retired assistant engineer.

We welcome Charles Whitham, formerly division engineer on the Kansas City Division. Mr. Whitham was able to find living quarters in the south part of Terre Haute shortly after arriving here.

Division Freight and Passenger Agent F. W. Baker and Mrs. Baker spent the week end of March 18 in Kansas City visiting with their new grand-daughter.

C. E. Elmore was the successful bidder on the agency at Seymour, Ind., which was made vacant by the death of F. R. Jones. Claude Fish, first trick operator at Dewey, bid in the agency at Freetown which was formerly held by Mr. Elmore.

his home (424 South 4th Street, Clinton) after surgery in the hospital.

Those three bright new Oldsmobiles you see around belong to Conductor Sam E. McReynolds, Telegrapher A. R. Gee and Engineer George Hadley.

Machinist Alva Hutson was in the Paris, Ill., hospital for surgery during March.

In Indiana, March is the "moving" month. Engineer Ted Hehman has purchased the residence of Carman Robert Hartsook, who is moving to Charleston, Ill. General Yardmaster R. T. Davis has moved to the Hehman property. Conductor H. E. McBride moved to the residence vacated by the Davis', and Carman Jesse Kennedy, having bought the property occupied by the McBrides, will move there.

In the hurry-and-get-well-quick department we have Conductor "Buck" Summers who has been ill in the hospital for some time.

Richard Hale, a former car department employe and son of Inspector Elza Hale, has gone to California for an indefinite stay.

Telegrapher Ralph Cox, Dana, is the new operator on third trick here.

Ed Acton, retired engineer, says that skating is good at the Acton roller rink here.

D & I DIVISION

First District

E. Stevens, Division Editor

Switchman L. A. Winston, Savanna, returned March 10 from a visit with his son and daughter-in-law at Cherry Point, N. C., and his sister in Texas. The Texas oranges were a real treat.

Switchman and Mrs. James Colyar, Savanna, celebrated their 25th wedding anniversary on Feb. 25.

Iowa Division Conductor Frank Corey, Savanna, retired in March. He started his railroad service on July 13, 1913, as a brakeman and was promoted to a conductor in August, 1918.

George T. Milcks, McGregor, Ia., engineer on the second district for many years, passed away in the Community Hospital in that city on Feb. 18 following several months' illness. Mr. Milcks started railroading on Sept. 21, 1906, in the capacity of fireman and was promoted to engineer on Feb. 8, 1912. He retired last October. Surviving are his widow, son and daughter.

George Ehmer, auditor of the Association of Western Railways, Chicago, died on Feb. 14 at Indianapolis, Ind., where he had been visiting. Mr. Ehmer began his railroad service with the Milwaukee in 1912 at Dubuque and subsequently held positions in the store department, superintendent's office, district accountant's office and auditor of disbursements office. In 1933 he joined the Association as auditor, continuing in that position until his death.

Quad Cities Area

Marion L. Arnold, Correspondent

We were saddened by the sudden death of Louis Langtimm, stower, who had worked in the Davenport freight house since 1945. He suffered a heart attack on March 3 and died March 7. He is survived by his widow, three daughters and one son.

Sympathy is extended to Charles E. Hart, yard checker at Davenport, whose mother passed away on March 26.

Two roundhouse employes have been off for some time due to ill health—Stationary Boiler Fireman Elmer Swedenskey and Coal Shed Operator William Helton.

April, 1950



Drop in any evening and this is how you'll find the Paul L. Luecks of Des Plaines, Ill., recently voted Chicagoland's most typical TV family in a contest sponsored by TV Forecast magazine. The ardent video fans, in addition to mother and dad, are Thomas, 18 (seated), Donald, 21, and Grandmother Lueck, 77. Donald is employed in the GAPD office in Chicago. The Luecks were honored guests of the Chicago Television Council during its second annual convention in March. (Photo courtesy of TV Forecast.)

Car Inspector George Reading has our sympathy in the loss of his father, George Reading, Sr., who passed away on March 7. The elder Mr. Reading was a trainman on the Kansas City Division for over 40 years.

Very belated congratulations to Relief Yard Clerk D. Bennison and Mrs. Bennison on the birth of a son, David, last Nov. 5. Sorry we overlooked this.

C. E. Schreiner, hostler at Nahant roundhouse, was seen driving around town in a 1950 Chevrolet.

Gail Tomlinson, retired switchman, who is now working for a local radio shop, has "hooked" Roundhouse Clerk A. Tubbs for a television set. Mr. Tubbs says he bought the set with the idea of entertaining young David but finds that the "old folks" enjoy it, too.

The general claim prevention meeting held at Davenport on March 27 was well attended. C. R. Dougherty, assistant manager, R.S.&C.P., was the main speaker. Guests enjoyed refreshments which were served by Chief Clerk R. W. Schultz.

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Daniel J. Boyle, Correspondent

On March 9 Laverne O'Neil, Pat Johann, Trudy Pacholski, Eva Burger, Bunny Gable and Loretta Bobkowski enjoyed a big dinner at the Kungsholm Restaurant and later took part in the "Chicago At Night" radio program, in which they did their best to "plug" for The Milwaukee Road.

Joan McCoyne, who was thrown from a horse on March 4, receiving a skull fracture, is reported to be making a satisfactory recovery, but it will be some time before she can return to her comptometer.

Margaret Windt returned on March 15 after being away to have a troublesome appendix removed. Cora Kissel returned to the timekeeping bureau on March 16 after an extended leave of absence.

The pitter-patter of little feet will soon be heard around the homes of Marcella Wewetzer, formerly of the B&V bureau, to

whom a baby boy was born on March 3, and Ted Livas, whose wife presented him with a baby girl on March 9.

Leave of absence has been granted to Loretta Czysewski, Lillian Glombeck and Adeline Gotto, to await the arrival of the stork.

Marie Bongard of the computing bureau, whose father died on March 14, has taken a leave of absence.

Gladys Coover, who left to be married on March 24, was presented with a Mixmaster by her office friends. Mary Jane Schwachtje and Suzanne Pullman gave a shower for her at which she is reported to have received many lovely presents.

Cele Kozak, who formerly worked in our computing bureau and upon leaving spent some time in South America, paid her office friends a visit recently.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

The annual Chicago-Milwaukee intercity bowling match was won by Milwaukee with an overwhelming victory; score, 13,764 to 12,827, a net win of 937 pins. The match was held March 19 at Clark-Wilson lanes. The Milwaukeeans are a bunch of good sports.

Vern Noelting, L&IB bureau, is again smiling that certain smile. Yep, it's a girl, eight and a half pounds, born March 29. She has been named Janice.

Mrs. Madge Bingham, L&IB bureau, is a grandma again—for the eighth time! Another boy arrived at the home of her son, Robert, at Vera Beach, Fla., on March 27.

Marion Klewer, accounting machine bureau, and Myrtes Codee, L&IB bureau, are now vacationing at Port St. Joe, Fla., striving for an early summer tan and all set to do some deep sea fishing.

Ed Wayrowski was to start on Apr. 3 to serve as a judge of his peers on the grand jury. He received a lot of good advice on the subject from fellow employes in the review bureau. We are looking forward to an improvement in law enforcement and the lessening of crime if Ed is able to "do his stuff" as he explained it to us.

C. N. Rank in Bowling Encore

IT MUST be that luck begets luck, or how do you account for this?

In February Charles N. Rank, timetable clerk in the advertising department in Chicago and a bowler of 25 years' standing, experienced that once-in-a-lifetime thrill of rolling up a 700 series. Playing in a church fraternal league, he bowled games of 245, 230 and 246. The grand total of 721 made him eligible for the Chicago Sun-Times gold medal award.

Now, talk about luck. On March 27 Rank was bowling with the Northside K. of C. League, another of his fraternal affiliations, when he did it again—shot games of 243, 227 and 235 for a total of 705 pins!

Having stashed away more luck than the average bowler expects to meet up with in a lifetime, Rank is taking good care of the golden arm. His average is 175.

Engineering Department

Doug Rieser, Correspondent

Word has come to this office that Howard Markus has given Lois Bertran a diamond ring.

Little Pam Wiltz, age five and a half, was blessed with a little eight-pound five ounce baby brother, Harold Edward, on March 19. Ernie, the proud father, is having a hard time convincing Pam that Harold just isn't old enough to go outside and play.

The Joe Kirchen family has been beaming since March 10, arrival date of their little boy, Joe Allen.

Passenger Traffic Department

Roy H. Huntsman, Correspondent

Members of the Chicago Passenger Club were guests of the railroad on a trip to the Wisconsin Dells over a recent week end. We left on No. 5 on Saturday morning, arriving at the Dells after lunch, and were driven to the Dell View Hotel. After dinner we were loaded onto bobsleds and went for a sleigh ride. Arriving back at the hotel we danced to the music of an orchestra and were served a buffet supper at midnight. In the morning we went skiing and tobogganing. We left about 3 P.M. and arrived back in Chicago in the evening. Those who went on the trip are telling those who did not that they sure missed a fine time.

Marie Olson of the reservation bureau who is to be married in June was given a bridal shower on March 16 at the home of her aunt. The girls of the reservation bureau and of the city ticket office presented her with eight Durilite forks for the dinner service she is setting up for her new home. She also received many other nice gifts.

Perhaps parents would enjoy their children more if they stopped to realize that the film of childhood can never be run through for a second showing.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Grace Pflanz became engaged to Jack Brandenburger on Feb. 14.

As the 1949-50 bowling season draws to a close, Ed Rumps' "Fast Mail" team is still in the top position. The team also has high team series for the year 2,679 (scratch) and second high individual series, Ed Rumps' 639. The Fast Mail champions are Harry Baldacini, Ed Kush, Jack Brandenburger, Ralph Gatts and Ed Rumps.

Sophie Walker and Rose Finnell had a wonderful vacation in Florida recently.

Art Baumgartner and Adaline Palus spent two weeks on jury duty recently and sat in on a couple of interesting cases.

Arona Warren went to Scranton, Pa., recently to attend her grandfather's funeral.

Dottie May is back on the job after an extended leave due to illness.

May Kavanaugh of the central typing bureau has been pinch hitting as secretary to E. Sowle, supervisor of payroll taxes, while Theresa Zopf was on a leave of absence due to illness.

Office of Auditor of Equipment Accounts

Harry M. Trickett, Correspondent

Recognition of 30 years of service was given to William Roloff by his co-workers on March 1 when he was presented with a cash purse. On March 31 he retired and was presented with a \$50 bill by his friends in the building. He will leave Chicago with his wife on Apr. 15 to live in Los Angeles, Calif.

Helen Retzke was also honored for 30 years of service on March 24 and presented with flowers and various gifts.

In a tragic accident on March 18, the husband and father-in-law of Muriel (Heidemann) Wassman lost their lives in the Des Plaines River. They were laid to rest

in Mt. Emblem cemetery. In accordance with the family's request, in lieu of flowers office co-workers sent a donation to the Shriners Hospital for Crippled Children as an expression of sympathy.

Ruth Franz was given a bridal shower on March 9 and married to Donald Betten on March 11. A few days prior to the wedding the groom sustained severe injuries in an auto accident.

Edna (Jean) Strickett was married to Toni Silvestri on Feb. 18, while on a furlough because of illness. Upon her return she was surprised with a bridal shower on March 24.

Mildred (Fergon) Polak has been on furlough since Feb. 17 on account of illness.

Catherine Madl, who recently underwent surgery, is convalescing at home.

Freight Claim Department

Palmer G. Lykken, Correspondent

Sympathy is extended to Walter Walsh whose mother passed away recently, and to William Thomas on the loss of his father. March 27.

Bud Bloethner now owns a new 1950 Ford. Ralph Burton has added a television set to the family group.

Ruth Ballin, Aileen Hermes and Marie Horatt made their appearance recently. We were happy to see them back and in good health.

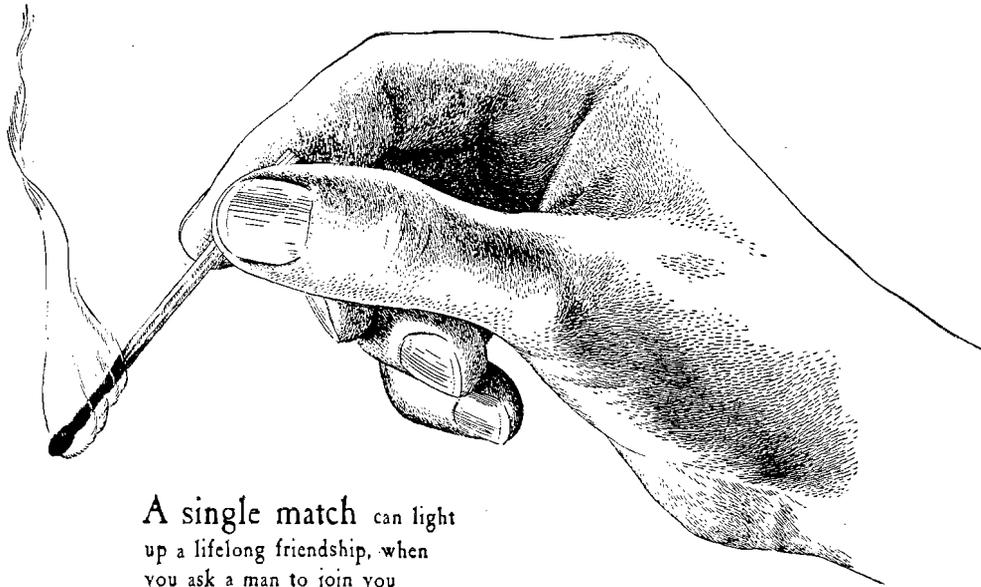
Welcome is extended to Martin Huber and Gerald Mann. Hope their stay with the "Milwaukee family" is a long and pleasant one.

Understand Ed Sulrbier, 14-year-old son of our Minneapolis district freight claim agent, was one of the first on hand after the crash of the Northwest Airline plane into three Minneapolis homes on March 7. His attempts to aid in the rescue of two trapped children unfortunately were of no avail.

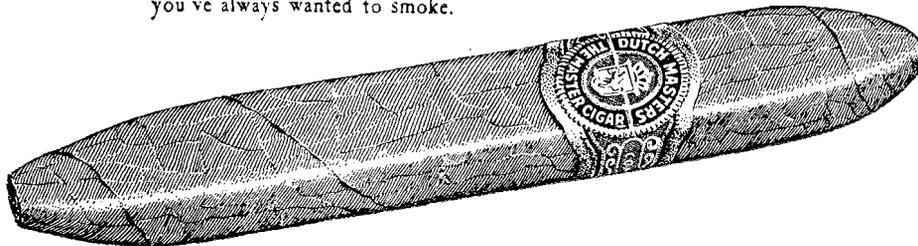
Mr. and Mrs. Frank Rehner are the parents of a girl born March 31, weighing four pounds, three ounces.



Leon H. Robbins, commissioner of agriculture and mineral development (seated, right), principal speaker at the annual Farmers Day dinner sponsored recently by the Kiwanis Club of Elgin, Ill., is shown here in a discussion with a visiting farmer, Vernell Richardson of Union. Standing, left to right, are George A. Damisch of Hampshire, Frederick Johnson, Elgin, and Howard D. Kraft, president, Elgin Kiwanis Club.



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SUPERIOR DIVISION

M. E. Herman, Correspondent

At the close of a recent staff meeting conducted by Superintendent Buechler, Roadmaster L. E. Natzel was presented with a handsome Browning automatic, by some of his fellow employes, as he is being transferred to Montevideo, Minn. We wish him lots of luck and good shooting with his new gun during the pheasant season.

W. F. Weiland has come to the division as our new roadmaster. He is a brother of Pete Weiland who was here for a short time as trainmaster.

Sympathy is extended to Engineer Jess Hammett on the death of his wife recently.

George Constance, retired engineer, who worked on the Superior Division for many years, passed away recently.

Herman Laabs, section foreman at Republic, Mich., has retired on pension.

Louis Bergeron, a former agent at Coleman known to many of our people, died on Feb. 26.

We were glad to see Conductor Fred Bregger at the office recently, looking so well. He has been confined to his home with a broken leg which he sustained in an accident.

John Strycula, a retired hostler at Channing, Mich., died recently.

Conductor Wilfred Couillard died on Feb. 24. We wish to express our sympathy to his family.

Locomotive Engineer Harry Terens retired on March 4. We wish him a long, enjoyable rest after his many years of service.

Art Carlson, former roadmaster at Green Bay now retired, paid us a visit recently. He said that he and Mrs. Carlson are contemplating a return to Green Bay to make their permanent home here.

Nels Strem, blacksmith at Green Bay shops, and Fred Kocha, roundhouse carpenter, have both retired after many years of service, as of March 31.

TWIN CITY TERMINALS

St. Paul Traffic Department

Brooksie Burk, Correspondent

For those of you who have wondered about the "romance" of a freight conductor's life, the April issue of "Holiday" has a most interesting description of life in a caboose. A reporter traveled with a "daily, except Sunday" on the CB&Q from Burlington, Ia., to Hannibal, Mo., and then headed back on another to Galesburg, Ill. He writes an entertaining and understanding account of the life of the hard-working men who keep the freight trains running so busily and smoothly throughout the country. With all their minor and major problems, they seem to be an easy-going clan, and to me, at least, represent at least half the heart of our railroadin' world.

One of the things that puzzled the reporter the most was that every time he turned around the trainmaster was there—wherever they were. He finally gave in to his curiosity and asked how the men could be at every point and still not be two people. He was told "He's the *trainmaster*," which apparently explained everything.

With Centennial thoughts occupying the Milwaukee family this year and while we're on the subject of literature, have you read "The Milwaukee Road," by August Derleth? I bought the book last year, and still find interesting bits to re-read. History has always been fascinating to me, but this is particularly so, because it is warm and alive with personalities who helped make our railroad one of the most streamlined, efficient and well-liked lines in the country. If you want to know how we grew up to be 100 years young, this book is an excellent and entertaining way to learn.

Robert Young, chief clerk in our office, has spent several busy months "supervising" the construction of his new home, and finally the great day came on March 28, when the Youngs gathered together all their belongings and moved into their new house. There's something very special about that "home of your own" feeling.

A capitalist country is one that has to maintain immigration laws to avoid being overrun by immigrants from communist countries.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Chief Inspector J. C. Weatherell and wife are vacationing at this time at the home of their son, Capt. Richard Weatherell, who is stationed at San Antonio, Tex. "Dick" was formerly employed at Milwaukee Shops.

Car Inspector Floy Manser returned to work March 14 following recovery from an operation.

Carman Helper Walmer J. Bjorklund retired on March 9.

Carl Onsrud, former carman who retired

on Dec. 1, is seriously ill in a hospital in Minneapolis.

Coach Yard Foreman M. Lagreid and wife have returned from a vacation at Miami, Ft. Lauderdale and Hollywood, Fla.

Carman Bernard Ratwik, St. Paul repair track, sustained a heart attack and passed away while visiting his sister in New Orleans.

Engineer George Hilstad and wife of Minneapolis vacationed recently in the Ozarks near Clarksville, Ark., and visited H. G. Olson, former agent-operator at Lake Andes, S. D., who now lives near Clarksville. Fireman Vern Mabee, Shakopee, also vacationed at Clarksville, at Pine Haven Place, during January.

photo of Fred Overby and myself pushing a certain stalled auto near the Stillwater Road on a certain evening during one of our last season's blizzards. And also one of Bob Medinger trying to put chains on his tires while the storm was raging. It sure was a hard winter.

Alex Messicci, former section foreman at Newport and St. Paul who retired on Aug. 31, 1949, passed away at St. Joseph's Hospital, St. Paul, on March 27 after a short illness.

COAST DIVISION

Harry W. Anderson, Division Editor

Bob Huntsman, boardman at Tacoma yard, has bid in the temporary job of assistant time revisor and will hold it until Francis Kirkland gets back.

Frank Pace, load dispatcher, has purchased a new home in Tacoma and is very happily settled in same.

What happens to a very few people in a lifetime, has happened again to Kenneth Alleman, assistant claim clerk in the agent's office at Tacoma. While playing pinocle with two experts, Tom Dolle and Elwell King, he held a 1500 trump hand. This phenomenon occurred under the watchful eye of Ivar Bervin, who officiated as judge of these highly important games. Ivar checked several times to be sure that everything was legal.

Two sections were taken off the territory under Roadmaster L. E. Disch, which necessitated the following changes in the location of section foremen: F. Milender from Elbe to Hillsdale; Gus Mandelas from Thorp to Kapowsin; L. Ritchie from Rochester to Mineral; J. Fortney from Kapowsin to Rainier; O. Berka from Hillsdale to Tacoma; W. A. Huffman from Rainier to Morton; C. A. Bell from Mineral to Raymond; T. C. Cox from Raymond to St. Maries, Idaho.

John E. Williams, retired painter, died at a local hospital on Jan. 7. He worked for the Road as a painter for approximately 40 years, starting at Minneapolis shops and coming to Tacoma shops about 35 years ago. He is survived by his widow, Margaret, and daughter, Ann, at the home in Tacoma.

Tacoma

R. A. Grummel, Correspondent

All the railroads in the country are joining with various regional advisory boards in setting aside the month of April for their annual Perfect Shipping Campaign. We have been advised that we completed 1949 with the lowest claim ratio which we have attained since 1944—1.21 per cent. We were also glad to learn we had a reduction of 55,786 claims as compared with the previous year and a reduction of slightly over \$2,000,000 in the amount of claims filed.

Many years of missionary and ministerial work came to a close on March 21 when the Rev. George F. Hopkins, a retired Methodist pastor, died in a local hospital. He was 87 years old. Mr. Hopkins was the father of George F. Hopkins, a messenger in the Tacoma freight office.

Through the courtesy of R. W. Patterson, Trans-Continental Freight Bureau inspector, Tacoma, an interesting colored film on glaciers and the Canadian Rocky Mountains was shown at the Women's Club luncheon on March 27. The luncheons are held the last Monday of every month in the club room at the Tacoma passenger station.

Mr. and Mrs. Gilbert Earl Anderson are the happy parents of Gilbert Earl, born March 23. Mrs. Anderson is the former Alta

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Minneapolis Local Freight and Traffic Department

Leda M. Mars, Correspondent

Fred Beckstrom who is on the retirement list paid us a visit recently. He is looking the picture of health, having just returned from a visit in California.

Carl F. Ness, retired, recently paid us a visit also.

Gus Swanson returned to work recently after being at home for three months on account of illness.

Pauline Seiler and husband are vacationing in Phoenix, Ariz., at this time. They plan to motor through Texas before returning home.

Art Lundberg has been on the sick list.

P. H. Borncamp who has been confined to his home since the first of the year on account of illness is well on the road to recovery.

St. Paul Freight Station

Allen C. Rothmund, Correspondent

Betty Edminston will be back to serve as relief vacation clerk this season.

Mrs. Joe Garvey passed away on March 28. Joe Kulischek's wife is ill and in the hospital at this time.

Georgine Flandrick is moving to Burkhardt, Wis.

Harry Carr is on a two-week outing with the Navy at this time.

Gene Voges will inform us when the fish are biting at his lake.

I would give a pretty penny to have a



TAPS FOR TOTS . . . This is Bonnie Jo Schueler, daughter of Machinist Ervin Schueler, Mobridge, S. D., who has organized a class in baton twirling and tap dancing for local Milwaukee Road children, ages 3 to 7. The class recently gave a benefit performance which netted \$100 for the national Polio Fund. Bonnie Jo is a junior in the Mobridge High School.

Slater employed in the cashier's department, Tacoma freight office.

James B. McMahon, who occupied swing position No. 2 at Tacoma, has bid in on a swing position in the yards at Seattle.

John W. Murphy, on vacation, planned to spend some time in Blaine, Wash., and also tour in Canada.

Sorry to see Bob Huntsman leave the day boardmen's position at the yard—however, glad to see him promoted. His job is now being filled by Mrs. Helen Ivory of the freight house demurrage desk who has handled the board jobs in previous years.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent

Miss Frances H. Neuman, 63, secretary to Captain of Police Guy Truscott, Seattle, passed away at her Seattle home on March 17. She had been in failing health for some time. Miss Neuman had been with the Road since 1918, most of that time with the police department. She was a graduate of the University of Washington; taught school in Stillwater and Port Angeles before entering the employ of the railroad. She was born in Nebraska, came to Seattle 42 years ago. Surviving are four brothers, John A., Leslie E. and Robert of Seattle, and Roy N. of Des Moines, Ia.

Frank Hertz resumed his duties as janitor at the local freight on March 17 after being on sick leave for several weeks.

Mrs. Jewell Campbell and daughter Marcia left March 28 for a visit at her old home in Kansas. OS&D Clerk Jewell Campbell will follow soon.

Agent J. R. Ludwick attended a meeting of the station agents' division of the AAR

April, 1950

in Chicago the week of March 29. He is vice chairman of the national committee. Mrs. Ludwick went with him as far as Montana.

Samuel D. Clark, 66-year-old B&B carpenter in Seattle, retired from service on Feb. 20. He started to work for the railroad in the track department at Polo, Mo., in March, 1900, and handled the coal supply station at that place for seven years. Moved to Seattle in July, 1919, and went to work as a carpenter in the B&B department where he had been until his retirement.

On account of illness of Special Officer John Wilson at Tacoma, Special Supervisor L. D. Lyons of the Seattle police department has been spending a great deal of time in Tacoma.

Frank Bell, retired record clerk, has been on the sick list.

Seattle Yard

F. J. Kratschmer, Correspondent

Yard Clerk Vernon Petermeyer and Miss Joe Nelle Lynch were married on March 10 in the First Baptist Church, Renton, Wash. After the wedding which was attended by several of Vernon's Milwaukee friends, a reception was held, and the happy couple then took off in Vernon's car for a two-week honeymoon trip to Los Angeles and southern California.

Switchman S. M. Smith reports the arrival on March 23 of a five-pound nine-ounce boy, born to his wife Ellen who formerly was clerk in the track department at Seattle.

Car Inspector Dave Parry took off on March 20 for the South to spend three weeks in the sunshine. We understand that Ted Beaumont sent him on a scouting trip to the New York Giant's training camp in Phoenix, Ariz., while he was away.

Car Inspector J. E. Berry was without his glasses for one day during March. While working on a motor at the Union Station, his glasses became steamed up and he laid them on the motor and went about his work. Before he could retrieve them the motor took off for Tacoma. The glasses were returned to him next day.

Among the retired boys who occasionally visit around the yard and roundhouse are Messrs. Byron Walker, Jim Perry and Morris C. Cook.

Carman George Kraft was back on the job for a short while during March, after his recent illness.

TRANS-MISSOURI DIVISION

East End

Dora H. Anderson, Correspondent

Mrs. Hermine Boschker, secretary at the Milwaukee hospital, left March 7 for a two-month trip abroad, sailing on the Queen Elizabeth from New York for a pilgrimage to Rome. She plans to visit Holland where she has relatives she has never seen, also to visit London, Belgium, Luxemburg, Switzerland, Italy and France. The highlight of her trip will be the opportunity to attend mass at St. Peters in Vatican City on Easter Sunday.

H. A. Mosher, retired dispatcher, and wife of Tacoma spent some time here recently with their daughter, Mrs. A. G. Weishaar, going from here to Minneapolis to visit another daughter.

Agent F. C. Williams and wife spent their vacation in New York City with their daughter, Mrs. James Anderson, and her family. Mr. Williams is back on the job again, Mrs. Williams remaining for a more extended visit.

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PROMPT AND EFFICIENT SERVICE

Mrs. Besse Bunker left for Chicago recently to meet her niece, Miss Jane Morrison, who is a senior at McMurray College, Jacksonville, Ill.

Car Foreman A. W. Arvidson and wife attended the wedding of their youngest son, Wallace, and Miss Catherine Luce in St. Philip Neri Church in Chicago on Feb. 11. A reception was held at the South Shore Country Club after which the couple took a wedding trip to New Orleans.

Conductor George Gallagher who has been seriously ill at the Mobridge hospital with double pneumonia is now somewhat improved.

Mrs. A. W. Grothe, wife of Engineer Art Grothe, underwent an operation at St. Luke's Hospital at Aberdeen; is now home and much improved. Mrs. Ervin Schueler, president of our Women's Club chapter, was a patient at the Mobridge hospital and is now recuperating at home.

Engineer Claude Preston and wife left for Jacksonville, Ill., recently to visit their daughter Luanne who is a senior at McMurray College. While there they attended festivities honoring the fathers of the students.

E. E. Tennyhill, retired switchman, passed away March 4 at Othello, Wash., following a long illness. The Tennyhills were Mobridge residents for 33 years, moving to Othello last July. He leaves his wife, son Robert, three grandchildren and four sisters.

William Catey, retired engineer, passed away on March 23 from a heart seizure. He had been in poor health for some time—was 77 years old and had been a resident of Mobridge since 1918. He is survived by his wife and two sons, Dr. Robert of Oregon, Ill., and W. Frederick of Seattle. After his retirement he followed his hobby of raising flowers and gardening and was an ardent member of the Garden Club.

Conductor L. H. Larson went to Seattle recently for a check-up at our Milwaukee clinic, going from there to visit friends at Portland, San Francisco and Los Angeles where he saw the Bert Douds, E. R. Standford and family and Frank Bednar, all former Trans-Missouri people. Also saw Harry Fritz, retired conductor, at San Diego, coming back via Albuquerque, N. M., where he visited his brother Helmer.

Switchman Clarence Gunther and wife are the parents of a baby girl born Jan. 31; named Donna Marie.

Agent Leo Gunther of Gascoyne, N. D., has a new baby boy, Gary Lee, born at the Lowe Hospital in Mobridge on Feb. 23.

Engineer William Wands and wife have returned from a two-month trip to California and the West Coast. They visited "Red" Richardson and Mildred at San Luis Obispo and friends at Seattle and Portland.

MILWAUKEE SHOPS

Car Department—Office of Shop
Superintendent

George E. Fiebrink, Correspondent

Erv Becker, welder in the freight shop, was recently elected commander of V.F.W., Graham Post. The post meets at North Avenue.

Sympathy is extended to the families of the following, who have passed away: Martin Stark, retired silver plater foreman; Edwin Schmidt, upholsterer; Mrs. Anton Kania, wife of retired freight foreman; Howard Lyons, signal department storekeeper; and Robert Cavanaugh, retired carman and father of William Cavanaugh, supplyman in the freight shop.



Jay Haux, four-year-old son of Conductor Roy Haux, Mobridge, S. D., makes a trial run in his new car, snowdrifts notwithstanding.

We congratulate William Moch on completing his upholstering apprenticeship. Bill plans on going into business for himself at some future time.

Charlie Tacke, retired freight foreman, was in to see us recently, looking very spry. Another "oldtimer," Fred Buechner, retired passenger assistant painter foreman, also came in for a visit.

Word has it that "Gussie" Otto, retired electrical foreman, is on the road to recovery from his illness.

Harry Belond, chief AAR inspector, recently stopped off to see George Wood, car foreman at Sioux City and former carman apprentice at our shops. George asked to be remembered to the gang in Milwaukee.

Inar Nelson has been promoted to passenger carpenter foreman. Inar started in the pattern department in 1919. He served an apprenticeship there and worked at his trade until 1929. He has held the jobs of draftsman, schedule man, schedule inspector, and freight foreman. He had been assistant passenger carpenter foreman since Aug. 16, 1945.

Again I want to ask everyone in the car department to submit news that they think will be interesting to the rest of our men. Don't forget news about the activities of retired people, for they get this magazine, too.

Store Department

Earl L. Solverson, Correspondent

Stockman Howard H. Lyons, age 52, of the signal store, died on March 17; services at St. Rose's Church with interment at Holy Cross cemetery. He was a brother of Eugene Lyons, division storekeeper at Western Avenue. Howard's first employment on the Road was Sept. 16, 1916, as a signal repairman, then as a clerk in the signal store, material clerk on the road, assistant stockman and sectional stockman.

Chauffeur Harold Stremlau has taken on an addition to the family—a son, Ronald Lee, born on March 26 at St. Mary's Hospital; weighed seven pounds thirteen ounces.

Letter from August Kosiboski's daughter states that August, age 81, does all the shopping, rides to church every Sunday with his neighbors and is feeling well; putting on weight, with 158 pounds. He would like to visit Milwaukee to see his old friends.

Stockman Frank Banazek's son, Padre Vitalis Banazek, O.F.M. Cap., writes a four-page summary from the Mission Catolica at Bluefields, Nicaragua, of his new experiences in that territory. Most of the travel-

ing is by river boat. The Cano Negro river is an ink black and does not mix with water from other rivers. The Cano Blanco river is crystal clear and the Cano Colorado river is a bronze-brown. Writes about the Mass at Christmastime, their 20x60 foot chapel of rough wood. Had about 150 people at the Christmas Eve service. The people apparently enjoy Padre Banazek's services, as indicated by the experiences stated.

The moving of store department sections "D" and "G" is making good progress. Stockman Solverson moved his office on March 27 to building SD-50 and expect Stockman Freuler also to move there in a short time. Stockman William Kutter is now established in the store adjacent to the new Diesel house.

Roman J. Schott, retired, lost his wife in March. She had been an invalid for some time.

Harry Schupinsky, retired, paid us a visit recently. Looks well and will soon be enjoying nature's good things at Nagawicka Lake.

Stockman Rudolph Freuler's son Robert, who formerly worked at the shops, will be married on May 20 to Betsy Bergram, daughter of Doctor Bergram, at Hartland, Wis.; wedding at the church in Hartland with a reception in the American Legion hall there. Rudy's other two sons, Donald and John, will be attendants and his daughter Rosemary will be maid of honor.

Coach Yard

Richard Flechsig, Jr., Correspondent

Joseph Simon, one of the new men around the yards, is in line for congratulations--his wife recently gave birth to a baby girl. This is their second child.

It seems that Philip Stetzenbach has run into a lot of hard luck. A short time ago he was in the hospital himself, and he recently brought his wife home.

The bowling team is holding a 50-50 average, but can't seem to get over that hump.

Henry Casper, one of our wheel pit men, has been on the sick list.

Nick Esser, our air man, was all ready to take a trip to Florida when his wife fell and broke her arm. We hope it won't be too long before she is well enough to travel and they can make their trip as planned.

Locomotive Department

Leone Schneider, Correspondent

Foundry Apprentice Richard Marek is very proud of his new baby boy. The little fellow is called "Pat."

Mr. and Mrs. Stanley Kleczka welcomed baby Fay Ann recently. Stanley is a molder in the foundry.

Bob Schaaf was a bit nervous for a few days but has fully recovered now that Judith has made her appearance, weighing in at eight and a quarter pounds. Bob is a foundry mason.

Arthur Zabel believes that he is the happiest man in the world since his wife presented him with a baby girl, Jean Marie. Art is a molder helper apprentice in the foundry.

Those of us who know Marie and Ray Skirba are happy to hear that their little daughter Sharon has a brand-new baby brother, James Raymond. Daddy Skiba is a clerk in the SMP office and Mommy worked in the same office as a steno a few years ago.

We are sorry to report that Emmett Kelly is on our sick list. He is a clerk in the SMP office. Electrician George Jacobs is also on the sick list.

Foundry Laborer Ignatz Janiszewski is quite ill at this time.

Have you seen General Boiler Inspector Ed Heidel? He is mighty proud of the 45-year service button he is wearing.

Sympathy is extended to the family of Emil Tietzen, foundry laborer, who passed away recently. Emil retired in 1947 after many years of service.

Sympathy is extended to Patternmaker Herman Reuter whose mother passed away recently.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Mr. and Mrs. Howard Melzer welcomed No. 2 son, Thomas, on March 23. Tommy tipped the beam at eight pounds. Howard is assistant mechanical engineer.

Six teams of Milwaukee Road bowlers from Milwaukee recently invaded Chicago to take on six teams of Milwaukee Road bowlers of Chicago. The Milwaukee boys won. This is the first win in five tries and victory was sweet. H. J. Montgomery (578), Gordy Watts (570) and Herb Wisch (556) were the "Big Berthas" from Milwaukee. A luncheon get-together followed the match and was greatly appreciated. A "thank you" is extended to all Chicagoans who had a hand in making this match so enjoyable.

With regret I report the death of Ed Schmid, a veteran upholsterer. Ed was en route to work recently when he suffered a heart seizure. He was with the Road 42 years and had a host of friends.

It has been reported that since H. Helgeson became a "papa" he has had his eyes and heart set on a chicken farm, and now he has acquired it--somewhere near Calhoun, Wis. His friends say that he's a much better chicken farmer than he is a bowler. The hasegment of the new home, I understand, will be equipped with a complete metallurgical laboratory.

Shakespeare was brought to Milwaukee on March 30 by The Milwaukee Players. "Hamlet" was run for four days at the Wisconsin Avenue Social Center and, according to the critics, the players really did themselves proud. Hamlet was played by Charles North, son of Ernest North, a draftsman in the M. E. department.

Henry Kundert and wife have returned

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from their vacation in Los Angeles, Calif., where they visited a sister. The trip was made in a Nash Ambassador.

Two apprentice carmen from the freight shop will spend some time learning the tricks of the drafting trade. They are Ralph Schiesel and Harold Hoferer. Both are near completing their apprenticeship.

Bernard Markowski, a tinsmith apprentice, likewise is learning the "how and what not" about the plans we make.

Bowling achievements of the month: Marty Makutz, March 7, 605; March 14, 628; March 21, 606. Other honor scores were C. Schwab, 603; H. Nick, 611; W. Weatherall, 613; W. Marshall, 616; H. Martin, 606. At this time John Rogutich looks like league kuggin' with 185 average. Walt Marshall takes over second spot with 183 while H. Montgomery winds up in third spot with 182.

SEATTLE GENERAL OFFICES

Margaret Hickey, Correspondent

Leona Murphy, clerk in office of superintendent of transportation, suffered a painful leg injury March 17 when she slipped on some cement steps in the vicinity of her home.

Stephen Gerald Kohl is the newest member of passenger representative W. J. Kohl's home, having made his appearance on March 3.

Mrs. Ida Bunt, formerly stenographer in office of superintendent of transportation, is now employed in Captain of Police Trustcott's office in the Union Station.

R. Beeuwkes, electrical engineer now retired, is enjoying an extended stay in Honolulu, having flown over to the Islands in February. He is visiting a daughter there.

Ken Nelson, chief clerk in the general agent's office, recently purchased a new home in the Renton Highlands and is now a daily commuter.

E. B. Crane, former assistant chief engineer, visited here recently on his return from an extended auto trip down the Coast to California. He and Mrs. Crane called on many of their former friends who are now living in California.

In General Agent Kidd's office, if you don't have a new car you are just out of style, with Maurice McCarrell driving around in his new Ford, Edna May Henderson in her new Niagara green Buick and Henry Harris in his new Nash.

Don Weiss, reservation clerk, has resigned and is now making his home in Chicago where he formerly resided.

Steward Armel is the new secretary to western traffic manager, filling the vacancy left by Roy Stearns who has moved to Independence, Mo., where he is now employed.

I & S M DIVISION

H. J. Swank, Division Editor

The I&SM is still trying to recover from "old man weather" who really gave us the works the night of March 25 and most of the day following which resulted in wash-outs from Hokah west to Spring Valley.

Ole Sagvold, who is employed in Austin cinder pit, also will long remember the above dates, as his home is along the edge of a creek which overflowed its banks and his house was submerged up to the bottom of the first floor windows.

The Austin car department received honorable mention in the Austin Daily Herald for subscribing 100 per cent to the fund for Mr. and Mrs. Lundquist, a blind couple who operate a news stand in the post of-



"Ours may not be the longest group record on the railroad, but it's a darn good one," wrote George Hamilton, clerk at Cresco, Ia., in submitting this picture of the Cresco freight house force. The trio, reading from left to right, consists of Cashier G. A. Lee, 43 years, Hamilton, 35 years, and Agent Walt Gleason, 52 years. Of the 130-year total, 124 years have been spent at Cresco.

office, and for whom the local citizens subscribed about \$1,000 when it was learned that Mrs. Lundquist was expecting a baby.

At the present writing, our group at St. Olaf Hospital has dwindled a bit. Operator Pete Berg was released March 31. Engineer Walt Whiteside went home to recuperate on March 31 and Traveling Engineer Howard Neelings, who entered the hospital on March 4, was released after about a two-week stay. Conductor L. O. Olson is still making his rounds in the wheel chair but hopes to be going home soon. Yardmaster H. S. "Bert" Voorhees is still confined to the hospital and is in critical condition at this writing.

Conductor John P. Peterson and Gertrude Olmsted of Calmar, Ia., were married in Minneapolis on March 6. They plan to make their home in Austin at some future date.

Martin Carlson, retired car inspector, Austin, set sail for Sweden on March 17 for an extended visit with relatives whom he had not seen since 1926.

MILWAUKEE TERMINALS

Fowler Street Station

Pearl Freund, Correspondent

Willard Kinast is now vacationing in South America. His travels will keep him away from the office for two and a half months. During his absence his duties will be handled by Beverly Koplien.

The Sunshine Club will continue to function throughout 1950 with Walter Geisinger, Minnie Walters and Gene Swinsky dispensing flowers and "get well" wishes to the shut-ins. A vote of thanks is due them for their efforts during the past year.

Effective March 13, the Muskego Yard billing department was moved to Fowler Street, bringing Rate Clerk Clem Vail and Bill Clerks Fred Robbins and "Casey" Maciolek. However, because of re-bull-dozed positions, Fred now works with the night force, having displaced Ray Gatzke. Ray was assigned to the day force as carload bill clerk. Ted Wojtashiak, western rate clerk, elected to replace Alice Sobczak on the eastern desk, Alice being assigned to

the western desk—and who said, "Never the twain shall meet?"

From an interested Terminal correspondent comes news of the engagement of Trainmaster N. W. Soergel to Mary Quay, doctor's assistant at the depot.

Lucille Stowell has been an absentee for quite some time, following surgery.

Young Tom Vail, son of Clem Vail, is proving to be quite a good boxer in high school circles. Who knows, we may see him box on TV yet.

Muskego Yard

Grace M. Johnson, Correspondent

Two mysteries to solve this month: What happens to K. O. Crane's pencil sharpeners, and where is "Luky," Steno Dorothy Lummer's pet black cat? After deducting "Inky's" food bills from her income tax return Dorothy hates to lose this lovable little dependent.

Switchman K. O. Crane received a gift of a fine pencil sharpener not long ago, bolted it to his desk at Adams yard, but some culprit made away with it. Understand his new one is installed on the inside of the door of his locker with special bolts.

Air Line Yardmaster Elbert Strong has been on the sick list with a case of virus pneumonia but is looking fine now, making a nice recovery.

Phone Director Norv Wolf has taken the Glendale yardmaster's job.

The Ed Sisks are the parents of a baby girl, Margie, born on Feb. 20.

Chestnut St., North Milwaukee and North Avenue

Dick Steuer, Correspondent

H. C. Ruck, who formerly held the agency at West Allis, has been appointed agent at North Milwaukee. He succeeds Ben L. Swang who retired after 46 years of service.

This year, as always, St. Patrick's Day blossomed with the traditional shamrock, but the most unusual "portrait" of an Irishman was Switch Foreman Art Wussow. Art had himself transformed for the day by Engineer Paul Joers who has handled the make-up of the Eagles minstrel shows for many years. Paul did a fine job, combining bushy eyebrows, red sideburns, rosy cheeks and a red nose with Art's costume of green coat, black bowler and clay pipe.

Steno Phyllis Kowalski of Chestnut Street and Clerk Kathleen Allison of Fowler Street, our early vacationists, recently visited Havana, Cuba, stopping en route at Jacksonville, Tampa, St. Petersburg and Miami, Fla. The highlight, however, was the boat trip to Cuba. Places which interested them greatly included the historic forts, Morro Castle and Castillo de la Punta,

guarding the entrance to the harbor. The cathedral which was completed in 1724, the Presidential palace, the golden-domed Capitol building, and the modern boulevards also rated as top attractions.

We found out recently what George Traibert, retired PFI veteran of 43 years of service, has been doing the past eight years. Since "taking the pension," as he puts it, he has been busy in his wood-working shop. The electrical machinery has been rearranged for easier working and higher efficiency. To date, George has made many fine articles, including tables, chairs, cabinets and what-not shelves.

Betty Metschl, who had been convalescing after an operation, has displaced Jack Hanus at North Milwaukee. With the return of Yard Clerk Bill Kaegler to Walnut Street, our sick list has been reduced to nil, which is the way we would like to see it always.

The general clerk position on bulletin at Chestnut Street has been assigned to Mary Ann Starcevic.

Davies Yard

J. J. Steele, Correspondent

Andy Schihansl is planning ahead for the day when he will retire. He has purchased some land in Canada where he plans to build a home and spend his retirement years fishing, hunting and just enjoying life.

The annual St. Patrick's Day party given by Al Reich for John Dunn was, as usual, a howling success.

Wilbert A. Mauer was recently promoted to chief inspector of lubrication. Bill Weatherall replaced Bill Mauer as car foreman at the Davies yard.

We extend sympathy to Henry Egan and family on the death of Mrs. Egan who passed away March 28 at the age of 54. Sympathy is also extended to Clem Kabacinski on the death of his mother who passed away on March 27 at 79 years of age.

MADISON DIVISION

W. W. Blethen, Correspondent

It's a boy—Gregory William, weighing seven and a half pounds, black hair and brown eyes, arriving at the home of Train Dispatcher Rollie Marlett of Madison on March 11.

Station Agent Grover C. Arnold and Mrs. Arnold, Black Earth, are on an extended vacation in the West, spending some time in California. They are now in Phoenix, Ariz.

Dale Gillings, clerk in the freight department at Madison, has moved to his new home at Middleton.

Conductor Charles S. Kiley, 65, was fatally injured while working at Sauk City the afternoon of March 10. Mr. Kiley

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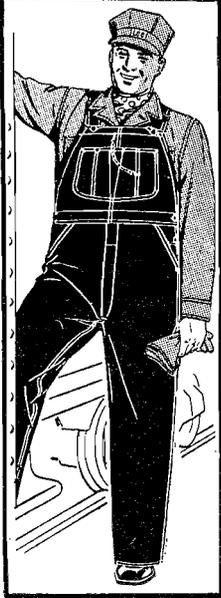
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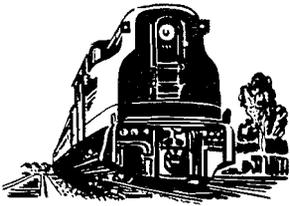
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Joe McNulty, cashier in freight department at Madison, is a patient in St. Mary's Hospital. Jake Babler, crossing flagman at Madison, is in the Methodist Hospital.

OS&D Clerk Lee Tyrer and wife announce the arrival of a baby girl on March 18. They have named the little miss Barbara Jean.

Paul Kingston, retired conductor, and Mrs. Kingston recently returned from Palm Beach, Fla.

Mrs. Ezra Jenkins, wife of Engineer Jenkins, is confined to the Methodist Hospital.

Mrs. E. J. Burmeister, wife of Engineer Burmeister, fell recently, suffering a broken leg.

Mrs. Harold Bitney, wife of Switchman Bitney, is recuperating at her home following surgery.

IDAHO DIVISION

Mrs. Ruth White, Correspondent

Fireman and Mrs. A. C. Van Deursen enjoyed a two-month vacation trip touring California and Mexico, returning to Othello in February.

Engineer J. O. Adams returned to work March 1 after being under the doctor's care since last June, when he was seriously burned fighting a grass fire near Othello.

Car Foreman Barrett of Othello has returned from a strenuous siege at the Tacoma hospital. He says he feels much better.

Mrs. James Donley, who with her husband, a former section foreman, ran the only hotel in Othello years ago and with whom many railroaders have made their home at some time, passed away in January. Since Mr. Donley's death several years ago she had lived with her daughter, Mrs. Ernest Hodson. She is also survived by Mrs. M. T. Stromme and John Donley.

Ed C. Tennyhill passed away on March 4 at his home. He leaves his wife, his son, R. E. Tennyhill, roundhouse employe at Othello, and grandchildren Bob, Nancy and Sharon. Ed will be well remembered around Mobridge, S. D., where he worked as a switchman many years before his retirement.

Norman (R. N.) Brown received his honorable discharge from the Navy on Feb. 7 and has returned to the job as electrician's helper at Othello.

Hostler Helper Richard Donley is still among the invalids as the result of injuring his right leg in a fall on the ice this past winter. He spent some time in a Spokane hospital.

"Skippy" Swift has completed his apprenticeship and wants to be known as "Electrician C. N. Swift" from now on.

Conductor Jim Donlon, who has worked out of St. Maries for several years, spent the winter on the Warden line, displacing C. J. Morisette. Mr. Morisette went braking

for Conductor J. Atcheson on the Hanford line.

Conductor Hollenbach has moved to Spokane and runs from here to Deer Lodge, Mont. His previous work took him from Spokane to Tacoma.

Neilan Reams and Dorothy Durbin were married on March 11 at the Pilgrim Lutheran Church in Spokane. Neilan is the son of Brakeman N. A. Reams of Malden. The couple will live in Spokane.

Conductor Charles Donovan is over his recent illness. He spent two weeks in the hospital with pneumonia.

Joseph Wagner, retired engineer of Malden, died at his home on March 1. Joe entered service with the Road in 1908 and continued through until 1938 when he retired. He was 94 at the time of his death and we have no record of any injuries sustained during his employment. He is survived by his wife.

Engineer Michael Angiuli passed away suddenly on March 2. He entered service as a fireman in 1918 and was promoted to engineer in 1943. He had many friends who will miss him.

Among the younger employes, Engineer Carl Muller of Spirit Lake, Idaho, died on March 17. His first service with the Road was with the Idaho, Washington & Northern, now the P.O.R. line, as fireman. From 1919 to 1943 he worked as engineer, but was forced to give up this work due to ill health. He is survived by his wife and one daughter.

Malden Chapter of the Women's Club gave a style show and party on March 17 to honor the past presidents of the chapter. Mrs. Mark Buerger was chairman of the entertainment committee. Mrs. Walter Krause and her committee served lunch to about 24 women.

I. M. Harvey, former section foreman at Marengo, has moved to Spirit Lake where he is working in the same capacity.

The M. H. Richardson home at Spokane has been saddened by the death of son Carlton, who lost his life when his truck went through the bridge railing at Spirit Lake, Idaho.

MILWAUKEE DIVISION

Third District

D. A. Dunning and H. G. Brown, Correspondents

W. C. Polzin, third trick operator at Slinger, and Mrs. Polzin vacationed in Tacoma and Aberdeen, Wash., recently.

William Brown, section laborer at Hartford, died on Feb. 16, following a heart seizure.

G. M. Holger, retired engineer, paid his friends on the Old Line a visit recently. He is living in Milwaukee at present, but we understand that he is thinking of buying a home in Berlin.

Engineer Jack Lasley is spending a few weeks in Florida on vacation.

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Old timers picture from the collection of Vern Jenks, North Montana conductor, showing one of the old wooden Russell snowplows in use near Highwood, Mont., during the winter of 1915. The men, reading from left, are Roadmaster Gould, present whereabouts unknown; Conductor Tom Graham, retired; Fireman Joe Cox, now an engineer at Lewistown; Conductor William Goldbrand, still employed; Conductor Jenks (on plow); Conductor McVay, retired; and Conductor Joe Smeltzer, retired.

First District and Superintendent's Office

J. E. Boeshaar, Correspondent

Dispatcher V. E. German left Milwaukee recently to take a trick at Savanna and Dubuque. Dispatcher R. D. Richter has taken the vacancy left by his transfer.

We are sorry to report that Engineer Byers recently had a leg amputated, due to an infection.

Conductor Henry O'Neil has returned to work after a touch of the Florida sunshine.

Operator Jimmy Conn of Sturtevant recently made a rush trip to New York just to see what the big city is like.

After several months' absence, Agent A. D. Campbell has returned to Morton Grove. Agent H. L. Honeman has gone back to his regular job at Grays Lake, displacing the relief agent, C. A. Headley.

We would like to hear from the folks along the east end of the line. It would add some variety to this column.

Dispatcher Hal Cone put his pen in his shirt pocket one day recently without bothering with the cap. He later stated that he didn't like that shirt anyway.

ROCKY MOUNTAIN DIVISION

Northern Montana

Pat Yates, Correspondent

Marion Engor, freight house steno-clerk at Great Falls, planned to leave for Los Angeles April 1 to attend business school for several months.

On account of the abolishment of three stations, and to keep you posted on your section foremen, we list the following changes: Section Foreman John Gamell from Geraldine to Moore; C. Nicola from Moore to Straw; Charles Geinther from Straw to Grass Range; L. Ingalls from Grass Range to Roy; T. S. Jackson from Roy to Arrow Creek; C. H. Peterson from Arrow Creek to Pownal; H. T. Morrison from Glengary to Martinsdale; W. A. Peterson from Danvers to the Bitter Roots on the main line.

April, 1950

The Women's Club held its annual St. Patrick party on March 17 and over 50 attended. Pinochle and Canasta were the main entertainment.

We regret to report the sudden death of Al Harper, retired engineer. Mr. Harper was with the Road when it moved west through Montana. He got as far as Harlowton in 1908 and stayed there until his retirement in 1944.

There is an old saying around here that you can't keep a railroad man down. We have a conductor here who ran for mayor, another who owns a herd of cattle. Now brakeman Pete Zwalle has opened a restaurant on First Avenue. They say his "birdie in the basket" (fried chicken) is out of this world.

Chief Dispatcher Phil Kearney was presented with a \$35 gift certificate by fellow employes on Feb. 2 in honor of his 65th birthday.

H & D DIVISION

West H & D

Lloyd Gilbert, Division Editor

On Mar. 12 the Milwaukee family received two nice new additions via St. Luke's Hospital at Aberdeen. PFI Bernard Riedl celebrated the arrival of Terence Leon and Earl Thomas joined the Tommy Radabaughs of Avery.

In an "exchange of Johnsons" at Aberdeen we gained Assistant Engineer H. G. Johnson from Ottumwa and lost Roadmaster J. B. Johnson through transfer of his headquarters to Montevideo.

At a meeting of the Aberdeen Employees Club on March 7 funds were voted to send a bowling team to Minneapolis and to support a softball team for the summer in one of the local leagues. Those who will compete for honors with other Milwaukee Road bowlers are Carl Borgh, Harry Genereau, Roger Middleton, Jack Seiler, Carl Steinlicht and Bob Tadlock.

Bowling honors and hard cash have already been won by Carl Steinlicht and Keith Nystrom in the recent WNAX bowling tournament. Carl is now eligible to

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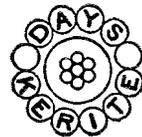
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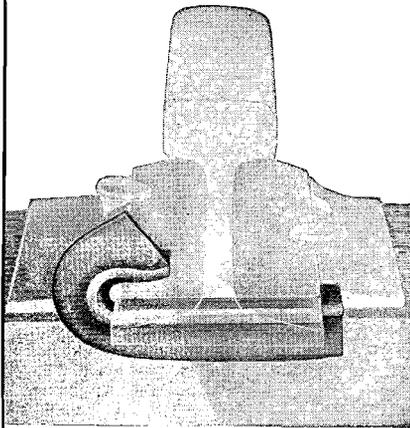
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compete in the singles playoff at Sioux City on Apr. 15.

On Feb. 14 B. A. Binger of Alpena relinquished his rights as section laborer and retired after 20 years of service with the Road.

Clerk Rose Cummings, of captain of police office at Aberdeen, is recovering nicely from a recent operation.

Mrs. Art Bjork, wife of agent at Eureka, traveled recently to Ogden, Utah, to see their first grand-daughter. Art's daughter Jean is married to J. H. Braustiter, a UP fireman.

Trainman Ben Phillips and son George ducked the icy weather by a brief visit to the Ozarks in Arkansas where they met H. B. Olsen, retired agent of Lake Andes, S. D.

Frank Burkhard, retired section laborer, passed away while spending the winter with his son at Great Falls, Mont.

Machinist Lisle Young has left the roundhouse at Aberdeen for Great Falls, Mont., where he is taking over an insurance agency. Daughter Annette will continue her radio work at Huron for the present.

East H & D

Martha Moehring, Correspondent

After serving for a period in the Army, J. D. Aldern is back on the job as signal maintainer at Cologne. W. P. Cahalan, who has been at Cologne, has gone to Oxford Junction, Ia., to work with a CTC installation crew.

Engineer Fred Burdick and his wife experienced a sudden change of temperature on their return from California's vacationland. After enjoying summer climate, they stepped off the train at Montevideo into a typical late winter snowstorm.

Section Foreman August Fritz of Cologne has taken his pension.

Coldevin Anderson, section foreman at Milan, and his wife took off recently for California to visit their two daughters. Coldevin bought a spanking new suit for the occasion and his section boys gave with admiring glances when the Andersons boarded the train.

Charles Bingham, retired conductor, passed away at his home in Minneapolis recently.

At capping exercises at Kahler School of Nursing in Rochester, Minn., Janice Redel and Bette Adamson received the coveted white caps. They are the daughters of Engineers Fred Redel and H. J. Adamson, both of Montevideo.

Conductor Ben Bishop and his wife have returned from their vacation, which included a visit with Dave Lankard in Kingfisher, Okla. Dave is a retired H&D engineer, but retired from railroad service only. He's a busy man and runs the Kingfisher lumber yard and mill. Ben says that Dave looks fine and has lost several hundred pounds.

With the closing of the PFI office at Montevideo, Harold Rue has departed from our midst and is now operating full time at his sheep-chicken-and-bee ranch just out of "Monte."



OUT LIKE A LION? . . . A last look at winter, showing a G-6 engine with snow plow clearing the yards at Eureka, S. D. Section Foreman Theo Teske of Eureka reports that blizzards kept the ground snow-covered from Dec. 11 straight through to March 1.

IOWA DIVISION

East End

Benjamin P. Dvorak, Correspondent

On March 1 J. P. Whalen retired as roadmaster at Marion, with 53 years of service to his credit. His first employment was as a water boy, working for his father who was section foreman at Lansing, Ia. In March, 1898, J. P. W. worked in an extra gang and was promoted to extra gang foreman in 1901, on the building of the cutoff between Preston and Osinours. He was appointed general foreman of construction in July, 1909, at Aberdeen, went to Dubuque as extra gang foreman in December, 1909, and was appointed roadmaster at that point in March, 1910. He has served as roadmaster on various divisions since that time. Mr. Whalen will continue his residence in Marion for the present. His co-workers presented him with a gift of luggage.

James W. Tiernan recently retired as section foreman at Van Horn, Ia., in which capacity he had served since September, 1939. He first entered the service on Apr. 29, 1896, as a section laborer and was promoted to foreman on Apr. 2, 1898. He came to the Iowa Division on Sept. 13, 1918.

Time Revisor W. E. Failor, while on vacation in February, made a trip to Ipswich, S. D., to look after his farm interests.

Mrs. B. A. Jenkins, wife of section foreman at Springville, died recently at her home, following a long illness. She was the former Margaret Kindig of Wilton, Ia., a cousin of John Kindig of Perry, retired chief dispatcher, and of Section Foreman H. W. Kindig, Louisa.

Chandler Boetcher, son of Assistant Engineer L. R. Boetcher of Marion, is one of 35 University of Iowa students who have been awarded La Verne Noyes Scholarships. The awards are given to direct descendants of World War I veterans. Applicants must complete one semester at the University with a satisfactory scholastic record.

A. E. Ackerman is working the position of foreman of switch gang No. 665 and W. A. Walker is foreman of rail laying gang No. 858, in connection with the installation

of the C. T. C. between Marion and Green Island and the rail re-lay program between Sabula and Delmar.

I. W. Borchering bid in the position of first laborer at Adel permanently.

Section Foreman E. G. Lee, Maxwell, and Weldon Reagan, section laborer at Maxwell, have both been granted a 90-day leave because of ill health.

Freight Service Inspector A. E. Fairhurst and wife left on March 25 to vacation in Springfield, Mass., accompanied by Mrs. Fairhurst's mother. The trip was made in their new Dodge sedan.

Roadmaster R. H. Becker and mother were in Oakridge, Tenn., in March to visit R. H. B.'s brother Wendel who is an engineer with the Fairchild Air Craft Company. Mrs. Becker will remain in Oakridge.

Superintendent O. A. Beerman has purchased the A. E. Fairhurst home at 957 Twelfth Street, Marion, and is redecorating it.

Virgil B. Dvorak, statistician in superintendent's office at Marion, moved his family into their new home at 2050 H Avenue, N. E., in March.

Guy W. Miller, former chief clerk, has sold his home in Marion. He and Mrs. Miller left several months ago to spend the winter with their son-in-law and daughter, the Melvin Gallatins, in Homestead, Fla. They have purchased a home there and will return to Marion in April to arrange for the shipment of their furniture.

Messenger James Trimble and Miss Ellen Hedvika Synacek were married in the People's Church, Cedar Rapids, on March 18. They spent their honeymoon in Chicago.

Middle, West and Des Moines

Viola Ranes, Correspondent

Water Service Engineer Everett Evans, who had been a patient at the Kings Daughters Hospital as a result of burns caused by explosion of a stove, is now convalescing at his home.

Glenn Guinn, abstract clerk in the agent's office, was married to Miss Ethel Jean Spurgeon on Feb. 24. Mrs. Guinn is now at the Kings Daughters Hospital following an emergency appendectomy. She is getting along nicely.

Dr. Van Metre, the Milwaukee Road doctor at Rockwell City, was seriously injured in an auto accident on March 25 when his car was struck by another motorist who failed to make a stop. He was taken to a hospital in Fort Dodge where he is getting along nicely.

Conductor M. G. Dixon's wife is convalescing at home following an operation.

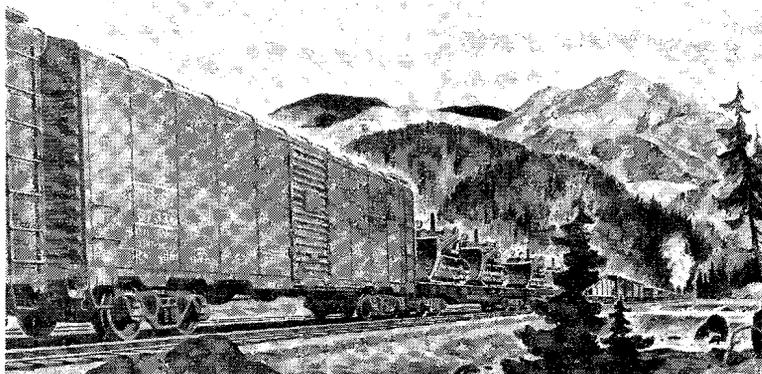
Miss Betty Hanneman, daughter of Conductor W. R. Hanneman, is in training at Cheyenne, Wyo., preparatory to becoming a stewardess for United Air Lines.

Engineer and Mrs. Earl Townley have returned from California where they spent the winter. They report that Mrs. Keith, wife of retired engineer, is improving following her long illness.

Agent Ward Locke and wife, of Nemaha, celebrated their 25th wedding anniversary on March 18. In order that their children and relatives living some distance could be present, they celebrated the occasion on Sunday, March 19. There were over 50 in attendance at the family dinner and Mr. and Mrs. Locke received many cards and other remembrances, the most unique being a silver tree from which hung 25 silver dollars. They planned to complete the day by going to the movies that evening, but when they arrived at the community building they found about 200 relatives and friends gathered there for a celebration in their honor.

Instead of the picture show they had arranged for a program in which many of their friends participated. A feature of the program was a "This Is Your Life" tribute to Mr. Locke, patterned after the well known radio program. It told of the community activities in which he has been active; how he had served on any committee

Conductor Andy O'Laughlin, who has been the senior man on the Des Moines Division trainmen's list for many years, passed away at his home in Des Moines on March 16 from a heart seizure. He was 77 years old and had been employed by the Road since July, 1899. Previous to his employment with the Milwaukee, he worked



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needing a good worker; how he had spent many hours writing letters to the Nemaha boys who were in service during the war; how he has a birthday list which enables him to remember his many friends on their birthdays; and the many other things he finds time to do. After the program another gift of silver was presented to the Lockes.

for the Rock Island. Andy held the day passenger run between Des Moines and Madrid for many years. At one time he was conductor on the so-called "Governor's Train" which ran between Jefferson and Des Moines. Every morning he brought Governor Clark from his residence in Adel to Des Moines, taking him home each eve-

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ning. Andy was regarded as a very capable conductor, who helped train many others now in service. Surviving are his widow, three daughters, three sisters, three brothers and four grandchildren.

Conductor J. P. Reel has entered Des Moines General Hospital for treatment.

Miss Dorothy Olson, daughter of Des Moines Division Train Dispatcher A. Olson, recently returned from Germany where she had been in government work. After visiting in Perry with her parents, she went to Houston, Tex., where she will be employed.

Perry Masonic Lodge honored its three 50-year members recently. Two of them were retired Milwaukee employes, namely Ben Moore, a 66-year Mason, and Homer Lee, a 56-year Mason.

James Michael Altig is the name chosen for the new grandson of Claude Altig, freight house checker, and Engineer B. Cline. The young lad's father, Claude Altig, Jr., is freight drayman for the Milwaukee. His mother is the former Ruth Cline.

Engineer P. Anfinson underwent surgery recently and is now convalescing at his home.

Engineer Fred Wagner and wife are the grandparents of a baby girl born recently to Mr. and Mrs. Harold Dorband of Des Moines.

Fireman C. R. Dowell and wife have a new daughter. She has been named Ellen Louise.

Cigars were passed around recently account the birth of a new baby girl for Chief Dispatcher L. V. Anderson and wife. The little miss has been named Margaret Mary.

Marlin E. Jensen, operator at Slater, was recently married to Miss Sarah Pike of Shelby.

Council Bluffs Terminal

Agnes Kinder, Correspondent

Julius Hansen, who retired Oct. 1, 1949, passed away on March 28 at the age of 78. He had been an employe of the locomotive department for 27 years.

Another son was born to Mr. and Mrs. Percy Floyd on March 14. Mr. Floyd is employed in the locomotive department.

Robert Boyer is a new employe of the car department as of March 28.

Switchman Val Hilburn, who has been ill for several months, returned to work early in March.

Max Eckert, of the store department, who underwent an operation several months ago, returned to work March 27.

Switchman Frank Brugenhemke, who has

been off work for several months, is still confined to the hospital.

Lead Carman Carl Schonberg was elected, March 27, as one of the five Council Bluffs men to serve on the council for the new city manager form of government.

A large majority of car department employes are observing anniversaries at this time. Carman Helper Emil Christians celebrated his silver wedding anniversary March 11; Carman Woodrow Southard, 12th anniversary on Mar. 26; Car Inspector Arthur Abel, 10th anniversary on Mar. 2; Car Inspector Richard Milner, 4th anniversary on Mar. 23; Car Inspector Milton Exline, 22nd anniversary on Apr. 8; Coach Cleaner D. F. Fairchild, 12th anniversary on Apr. 29; Carman Army Schoening, 11th anniversary on Apr. 23; Carman Leslie Hansen, 5th anniversary on Apr. 14; Carman Helper Fred Woods, 4th anniversary on Apr. 19; Coach Cleaner Ervin Milks, 2nd anniversary on Apr. 23.

Carman Helper Carl Kretschmer is still convalescing at home. He has been off work for the past two weeks.

I & D DIVISION

Karen B. Rugee, Division Editor

J. H. Balfanz, retired engineer, passed away at his home in Mason City on March 6. We extend sympathy to Mrs. Balfanz.

Retirements: Herman Schrader, section foreman, on Feb. 23 with 58 years' service; Conductor N. S. Pippinger, on Jan. 23, with 44 years of service.

Mr. and Mrs. W. F. Ingraham are spending several weeks in Texas visiting their son Sidney and daughter Miriam. They made the trip by auto and will make a side trip through the Ozarks before returning home. Mrs. Ingraham writes that their grandson Pat kept his grandpa on the jump most of the time.

On the sick list: Conductor Foy Wolters, recuperating from a major operation. Conductor Walt Hendrickson has been suffering from a painful nerve condition in his leg. Brakeman Art Merwin was taken ill on his run recently and rushed to the hospital on arrival at Mason City.

Sever Haukedahl, retired conductor, and Engineer A. H. Guse were recently railroaded from hospital beds. Mr. Haukedahl was confined with a heart ailment and Mr. Guse was admitted to the same room following injuries received in derailment near Mason City.

Sophia McKillip has arrived from Mitchell to take over the steno-clerk's job in the Mason City freight office.



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A convivial scene in the Tip Top Grill of the Olympian Hiawatha, showing La Crosse, Wis., Jaycees en route to the state Jaycee Bowling Tournament at Watertown. Reading from left to right, Gerald F. Seymour, Roy Wasmuth, Robert Mehren and Steward Neal Eldridge. (Photo by Joseph T. Markos, La Crosse, Wis.)

road is running but is having trouble with the bridge across the Missouri River at Chamberlain on account of high water and ice which made it necessary to transfer passengers and baggage by bus across the highway bridge and then again by train on the other side of the river. A sign in the Pierre, S. D., post office pretty well tells the story of the conditions in the western part of the state. It reads: "No trains, no buses, no planes, no mail!"

LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

U. R. Hagman, retired agent, 77, succumbed to a heart attack at his home in Watertown on March 17. Mr. Hagman started his service on July 8, 1889, as operator, then became agent, also serving as local chairman of the O of RT. Surviving are his widow, a son and daughter, two brothers and two grandchildren.

Our community was shocked by the sudden death of Section Foreman Otto Butzlaff, 57, Portage yards, on March 7, due to a heart attack suffered at his home. Otto was one of our best section foremen and kept his section in fine shape. Among those who attended his last rites were Roadmasters Herlehy and Wohlert and Retired Roadmasters Buffmire and Carlson. Surviving are his widow, two daughters, his brother George of Portage and five grandchildren.

John Robertshaw, retired engineer, and wife are back from Florida; also, Engineer R. W. Rohde and wife and Conductor E. J. Janda and wife. Engineer L. Mullenbach has returned from visiting his brother Tony in California. He also visited in Texas and Mexico. I almost forgot to mention Conductor Glen Lennon and wife who also spent their vacation in Florida this year. "Ginder" says it's almost as good as Mexico.

Agent Herb Witt, who just finished building a new home in Arlington, drew the agency at West Allis on bulletin and has

taken charge there, moving his family to his new location. S. W. Batker is the new agent at Arlington.

Saw Red Ellefson looking at some fishing tackle lately. He must have a hunch when the ice will go out!

Agent W. R. Bruns of Lyndon has taken himself and family to his wife's home in Belgium for a few months' vacation. He expects to tour a good part of Europe during his stay. Jim Reidelbach is in his place at Lyndon. Jim says the job is all right, but darn if he can talk Gaelic with the native Irish there!

Third District

M. G. Conklin, Correspondent

Agent J. A. Steele and Mrs. Steele enjoyed a very pleasant vacation at Orlando, Fla.

Miss Joan Callahan, daughter of Yard Foreman J. J. Callahan, was awarded a trophy as winner in humorous declamation in the annual forensic contest for 8th grade students at St. James School, Wausau.

Engineer and Mrs. E. B. Fowler attended the first solemn high mass celebrated by the latter's nephew, the Rev. Richard Francis Dolan, at St. Robert's Catholic Church in Milwaukee on March 5. The Reverend Father Dolan is the son of W. M. Dolan, yard clerk at Wisconsin Rapids.

M. C. Harris, first trick train dispatcher at Wausau, retired on March 18 after 45 years of service.

F. H. Ryan, formerly located at La Crosse, has been appointed chief train dispatcher at Wausau.

W. H. Tatu has been permanently assigned to the signal maintainer's position on the third district.

Second District

H. F. Ogden, Correspondent

John Brinkman, 62, switchman in La Crosse yard since 1905, died in a Chicago hospital on Feb. 27 after a short illness. He was alderman of the 15th ward, La Crosse, from 1927 to 1931.

Edna Schroeder, file clerk in the superintendent's office, returned to work on March 1 after an illness of three months.

Barney Larson, first trick leverman at Grand Crossing, La Crosse, is away at this time, due to illness.

Marita Morgan, stenographer in the engineering department, is now working in the engineering department at Savanna.

J. W. Lyddon, instrumentman, is now working in that capacity for the CB&Q at Chillicothe, Mo.

R. R. Zimmer, operator, has returned from military service and is assigned to third trick at the Copeland Avenue BK office, La Crosse.

V. Olson, clerk in superintendent's office, is now steno-clerk in the office of soil conservation department at Viroqua.

Francis Ryan was appointed chief dispatcher of the L&R third district at Wausau on March 15. He started railroading as clerk and operator on the L&R second district, later becoming train dispatcher and temporary trainmaster at Green Bay and Portage and chief dispatcher at Terre Haute and La Crosse.

R. L. Knutson, operator at River Junction, is the father of a girl born on March 13.

Martin Brener, time revisor, was director and interlocutor of "An Irish Minstrel," presented on St. Patrick's Day and several times later by popular demand.

How Well Do You Know Your Railroad?

THE "How Well Do You Know Your Railroad?" picture in this issue shows a section of the main line track just west of the Spokane roundhouse, which is located on Trent Avenue east of Division Street. The large white building in the background has been painted green since the picture was taken. It is the Bohemian Brewery. On the right is the oil storage tank for the engines. The locomotive, No. 55, is of the mallet type—one of the largest in service on the Idaho Division.

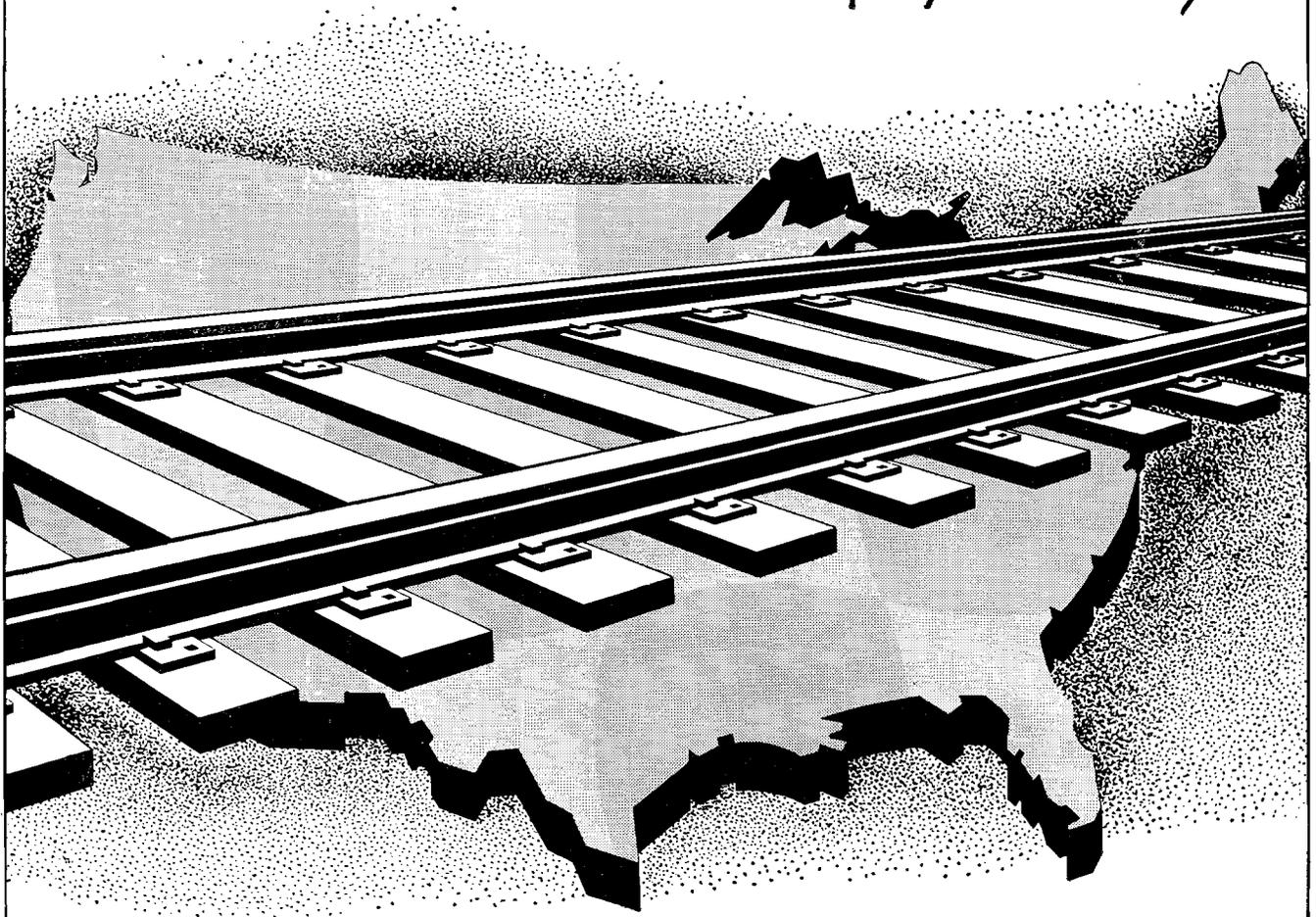
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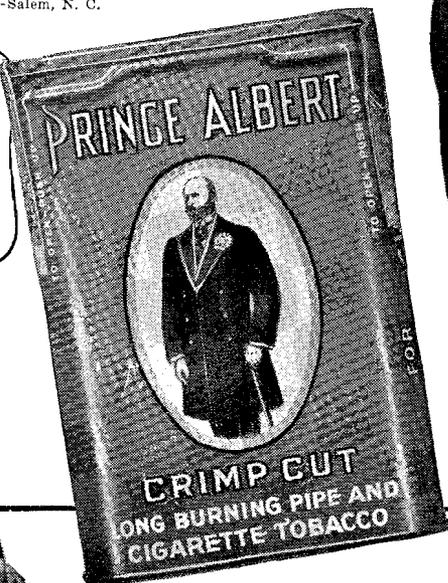
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